

APPROVED

April 1, 2008

Michigan State Administrative Board

Lansing, Michigan

March 18, 2008

A regular meeting of the State Administrative Board was held in the Lake Superior Room, 1st Floor, Michigan Library and Historical Center, on Tuesday, March 18, 2008, at 11:00 a.m.

Present: Kelly Keenan, Chief Legal Counsel, representing Jennifer M. Granholm, Governor, Chairperson
Steven Liedel, Deputy Legal Counsel, representing John D. Cherry, Jr., Lt. Governor
Patrick F. Isom, Assistant Attorney General, representing Michael A. Cox, Attorney General
Donna Donovan, Deputy Director, representing Robert J. Kleine, State Treasurer
Joseph Pavona, Director, Bureau of Administrative Services, representing Terri Lynn Land, Secretary of State
Leon Hank, Chief Administrative Officer, representing Kirk T. Steudle, Director, Department of Transportation
Carol Wolenberg, Deputy Superintendent for Administration, representing Michael P. Flanagan, Superintendent of Public Instruction
Sherry Bond, Secretary

Others Present:

Rhonda Oyer Zimmerman, Department of Environmental Quality; Diana Quintero, Department of Information Technology; James Burris, Elise Lancaster, Janet Rouse, Department of Management and Budget; Amy Meldrum, Department of Transportation

1. CALL TO ORDER:

Mr. Keenan called the meeting to order and led the Pledge of Allegiance to the Flag.

2. READING OF MINUTES OF PRECEDING MEETING AND APPROVAL THEREOF:

Mr. Pavona moved that the minutes of the regular meeting of March 4, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

3. HEARING OF CITIZENS ON MATTERS FALLING UNDER JURISDICTION OF THE BOARD:

NONE

4. COMMUNICATIONS:

NONE

5. UNFINISHED BUSINESS:

NONE

6. NEW BUSINESS:

Retention and Disposal Schedule(s):

DEPARTMENT OF CORRECTIONS, Office of Offender ReEntry, 3/18/2008

DEPARTMENT OF EDUCATION, Grants Coordination and School Support,
3/18/2008

DEPARTMENT OF TRANSPORTATION, Passenger Transportation Bureau,
3/18/2008

DEPARTMENT OF TREASURY, Customer Contact Division, 3/18/2008

Mr. Hank moved that the Retention and Disposal Schedules be approved and adopted. The motion was supported by Mr. Pavona and unanimously approved.

7. REPORTS AND RECOMMENDATIONS OF COMMITTEES:

(Please see the following pages)

APPROVED

March 18, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Building** Committee was held at **11:00 a.m.**
on **March 11, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Steve Liedel, representing Approved _____
Lt. Governor Cherry

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Iris Lopez, Department of Attorney General; Rhonda Oyer
Zimmerman, Department of Environmental Quality; Joel Storchan,
Department of Information Technology; Sherry Bond, James
Burris, Cindy Collins, Elise Lancaster, Janet Rouse, Department
of Management and Budget

The Building Committee regular agenda was presented.

Following discussion, Mr. Liedel moved that the regular agenda be
recommended to the State Administrative Board for approval. Supported
by Mr. Keenan, the motion was unanimously adopted.

Ms. MacDowell adjourned the meeting.

A G E N D A

BUILDING COMMITTEE / STATE ADMINISTRATIVE BOARD

March 11, 2008 / March 18, 2008
11:00 A.M. Lake Superior Room 1st Floor
Michigan Library and Historical Center

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This agenda is for general informational purposes only. At its discretion, the Building Committee may revise this agenda and may take up other issues at the meeting.

AWARD OF CONSTRUCTION CONTRACTS

1. DEPARTMENT OF MILITARY AND VETERANS AFFAIRS, DETROIT – Detroit
Light Guard Armory – Armory Renovations – Phase I
File No. 511/07165.RAN – Index No. 11665
Low Responsive Bidder: Envision Builders, Inc., Brighton; \$750,000.00

Purpose/Business Case

The purpose of this contract is to renovate the Detroit Light Guard Armory in Detroit, Michigan. The work includes interior wall construction, a new commercial kitchen, and replacement/upgrade of the existing mechanical and electrical system. This is Phase I of a two phase renovation project.

Benefit

The State will benefit by updating the existing facility to meet current DMVA standards and accommodate the present-day functions of the Michigan National Guard.

Funding Source

100% Federal Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in the loss of Federal funding and leave DMVA with an outdated facility that does not meet the current needs of today's National Guard.

Zip Code

48234

2. DEPARTMENT OF MANAGEMENT AND BUDGET, DIMONDALE – Energy
Center – Steam Distribution System Repairs – Phase II
File No. 071/07129.DCS – Index No. 11660
Low Responsive Bidder: Gunthorpe Plumbing & Heating, Inc., East Lansing;
\$2,546,000.00

Purpose/Business Case

The purpose of this contract is to provide critical repairs and replacement of piping supports within the State Secondary Governmental Complex, Steam Distribution System. This is the second phase within the overall work plan to renovate the high-pressure condensate and steam piping systems serving the entire Secondary Complex. Original pipe supports and system components within the tunnel system have deteriorated over time and now require replacement and upgrade. Both the high-pressure condensate and steam piping systems have multiple locations of failed and deformed piping supports, resulting in failed alignment guides, and failed expansion anchors.

Benefit

The State will benefit by upgrading the utility tunnel system to function safely and deliver steam as required throughout the entire State Secondary Governmental Complex.

Funding

55% Lump Sum Special Maintenance Funds & 45% Agency Operating Funds

Commitment

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in potential steam system operational shutdowns/failures, actual piping failures, and potentially bodily injury to operating staff.

Zip Code

48909

3. DEPARTMENT OF TRANSPORTATION, MARSHALL – Marshall Maintenance Garage – Salt Storage Building
File No. 591/07044.AGY – Index Nos. 30125 & 58508
Low Responsive Bidder: Johnson Brothers Construction, Inc., Munising;
\$562,000.00

Purpose/Business Case

The purpose of this contract is to construct a new building for salt storage, remove existing bituminous parking lot pavement, and pave existing areas as well as new areas.

Benefit

The new building will be of sufficient size for meeting the salt storage capacity needs at the Marshall Garage. It will provide a sheltered area for storing and unloading salt and provide a sheltered and contained area for brine storage, which is a DEQ requirement. The new pavement will be free of cracks and potholes, and will drain properly and will provide additional storage space for maintenance equipment and materials.

Funding Source

100% State Trunkline Funds

Commitment Level

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in costly repairs to maintenance vehicles and equipment and violation of the DEQ requirement.

Zip Code

49068

4. DEPARTMENT OF TRANSPORTATION, NILES – Niles Transportation Maintenance Garage– Salt Storage Building
File No. 591/07043.AGY – Index No. 30125
Low Responsive Bidder: Johnson Brothers Construction, Inc., Munising;
\$492,000.00

Purpose/Business Case

The purpose of this contract is to construct a new building for salt storage, remove existing bituminous parking lot pavement, and pave existing areas as well as new areas.

Benefit

The new building will be of sufficient size for meeting the salt storage capacity needs at the Niles Garage. It will provide a sheltered area for storing and unloading salt and provide a sheltered and contained area for brine storage, which is a DEQ requirement. The new pavement will be free of cracks and potholes, and will drain properly and will provide additional storage space for maintenance equipment and materials.

Funding Source

100% State Trunkline Funds

Commitment Level

The contract cost is fixed based on competitive bids. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this contract will result in costly repairs to maintenance vehicles and equipment and violation of the DEQ requirement.

Zip Code

49120

REVISIONS TO CONSTRUCTION CONTRACTS

5. DEPARTMENT OF MANAGEMENT AND BUDGET, LANSING – Lewis Cass Building – Sewer and Drain Water Supply
File No. 071/06081.SJU – Index No. 44101
Moore Trosper Construction Company, Holt; CCO No. 3, Incr. \$325,296.98

Purpose/Business Case

The purpose of this change order is to provide a snow/ice melt system at the west section of the roof parapet, new exterior piping at the south and west portions of the building connecting into an existing lift station, and additional utility and food service enhancements at the first floor food concession area.

Benefit

The State will benefit by having a snow/ice melt system that will prevent the build up of snow and ice at roof parapet location which could potentially fall onto pedestrians causing potential serious injury. Providing additional exterior sanitary/storm piping extending from the building perimeter to an existing lift station will prevent future flooding into exterior areas of the garden level of this building. Additional food services and products will now be provided at the 1st floor food concession area for the benefit of the employees for the Commission of the Blind as well as for the employees at the Lewis Cass Building.

Funding Source

100% Agency Operating Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in the exposure of building employees and visitors to potential injury from falling ice and snow from roof parapet areas, cause continuation of storm and sanitary water to backup into the rest rooms, office and exterior truck well located at the garden level and will negatively impact Commission for the Blind will lose considerable revenue.

Zip Code

48933

6. DEPARTMENT OF CORRECTIONS, JACKSON – Egeler Correctional Facility – Renovation of Cell Blocks 1, 2, 3, & 7
File No. 472/06408.JNS – Index Nos. 23190 & 53275
Carrier Construction Company, Inc., Hickory Corners; CCO No. 10, Incr. \$216,555.41

Purpose/Business Case

The purpose of this change order is to repair the top level of Cell Block 6 water damage and mold growth, the relocation of the fire protection drop in the new stair towers for Cell Blocks 1, 2 and 3, the addition of cabinet unit heaters on the 3rd and 4th gallery levels of the new stair towers for Cell Blocks 1, 2 and 3, mold removal, repainting and re-caulking in the new Cell Block 1 stair towers, repainting and re-caulking in the new Cell Block 2 stair towers and the installation of temporary fencing on the south side of Cell Blocks 1, 2 and 3 to direct prisoners to walkways and paved areas and away from construction areas.

Benefit

The State will benefit by ensuring the safety of staff and prisoners.

Funding Source

12% Agency Operating Funds and 88% State Building Authority Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to a bulletin provided by the PSC. The amount of the contract is within the authorized budget.

Risk Assessment

Failure to approve this change order will result in the potential impact on the health and safety of facility staff and prisoners. Work under this project addresses fire safety, means of egress and heat related illness and is being completed under court order as per agreements reached between the Department of Corrections and the United States District Court, Western Division of Michigan, Southern Division.

Zip Code

49201

7. DEPARTMENT OF CORRECTIONS, JACKSON – Parnall Correctional Facility –
MSI Laundry/Warehouse Replacement
File No. 472/05209.EEW – Index No. 07360
Adams Building Contractors, Inc., Jackson; CCO No. 6, Incr. \$151,409.99

Purpose/Business Case

The purpose of this change order is to enhance safety, security and operational efficiency by installing warning stops in front of electrical panels, adding occupancy sensors in all occupied areas, wrapping all exterior light poles with razor tape, adding lights in the laundry, modifying electrical circuits to meet State Electrical Code, installing a 15 gal hot water tank in the laundry mezzanine, adding a check valve in the 4" vent line, and paving the entrance drive into the laundry/warehouse.

Benefit

The State will benefit by ensuring that all safety and security issues are corrected and are in compliance with the American Correctional Association Standards and the State Building Code.

Funding Source

93.6% State Building Authority Funds and 6.4% Agency Operating Funds

Commitment

The change order costs are fixed actual costs provided by the construction contractor in response to bulletins provided by the professional services contractor. The amount of the change order is within the authorized project cost.

Risk Assessment

Failure to approve this change order will result in the potential for a critical incident occurring in the warehouse to include an escape. Items listed in this change order will decrease the potential of risk for both the staff and the prisoners and bring the facility into compliance with the State Electrical Code.

Zip Code

49201

8. DEPARTMENT OF ENVIRONMENTAL QUALITY, WATERFORD – Closed
Waterford Hills Sanitary Landfill Site – Leachate Pretreatment System Project
File No. 761/06201.RRD – Index No. 44701
Technical Service Professionals, LLC, Livonia; CCO No. 6, Incr. \$32,314.46

Purpose/Business Case

The purpose of this change order is to provide electrical disconnects, new controls, relays, recharge of activated carbon vessels and four carbon change outs. Appropriate operation and monitoring of the system at the landfill is needed to comply with the environmental regulations.

Benefit

The State will benefit by preventing the potential spread of contamination.

Funding Source

100% Clean Michigan Initiative (CMI)

Commitment

The change order cost is fixed actual cost provided by the construction contractor in response to bulletins provided by the PSC. The amount of this change order is within the original authorized budget cost.

Risk Assessment

Failure to approve this change order will result in the potential spread of contamination and violation of environmental regulations.

Zip Code

48237

LEASE FOR PRIVATE PROPERTY

9. DEPARTMENT OF STATE, GRAND RAPIDS - New Lease #11347 effective June 1, 2008, through May 31, 2018, with Centerpoint Development Company, L.L.C., a Michigan Limited Liability Company, 29548 Southfield Road, Suite 200, Southfield, MI 48076, as Lessor, and the State of Michigan by the Department of Management and Budget for the Department of State, as Lessee, for 8,287 square feet of office space located at 3665 28th Street SE, Suite 10C, Grand Rapids, MI 49512. The annual per square foot rental rate for this space is \$8.86 (\$6,118.57 per month). Effective June 1, 2013, through May 31, 2018, the annual per square foot rental rate for this space is \$12.00 (\$8,287.00 per month). This rate does not include janitorial service or utilities. This Lease contains one 5-year renewal option with an annual per square foot rental rate of \$14.00 (\$9,668.17 per month). This Lease contains a Standard cancellation clause with 90-days notice. The Attorney General has approved this Lease as to legal form.

Purpose/Business Case

This Lease will allow the Department to move to a new location within the same mall at no cost to the State, per the Lessors request to allow for a comprehensive redesign of the mall.

Benefit

The benefit is a larger office for the same monthly rental payment paid for the current smaller space. The annual per square foot rental rate is reduced from \$12.75 to \$8.86. The new location will provide customers and employees with improved office space to better conduct transactions. The rental rate is within the current market rate for comparable space.

Funding Source

27% General Funds, 73% Restricted Funds

Commitment Level

Ten years with one 5-year renewal option; however, this Lease contains a Standard cancellation clause with 90-days notice.

Risk Assessment

Non-approval of this Lease will hinder the Department from providing uninterrupted quality customer service because the current space will not be available at the end of the present lease term, which would require the agency to incur relocation costs.

Zip Code

49512

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Ms. Donovan presented the Building Committee Report for the regular meeting of March 11, 2008. After review of the foregoing Building Committee Report, Ms. Donovan moved that the Report covering the regular meeting held March 11, 2008, be approved and adopted. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

March 18, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the **Finance and Claims** Committee was held at
11:10 a.m. on **March 11, 2008**. Those present being:

Chairperson: Mary G. MacDowell, representing Approved _____
State Treasurer Kleine

Member: Iris Lopez, representing Approved _____
Attorney General Cox

Member: Kelly Keenan, representing Approved _____
Governor Granholm

Others: Rhonda Oyer Zimmerman, Department of Environmental Quality;
Joel Storch, Department of Information Technology; Sherry
Bond, James Burris, Cindy Collins, Elise Lancaster, Janet
Rouse, Department of Management and Budget

The Finance and Claims Committee regular and supplemental agendas were
presented.

Following discussion, Ms. Lopez moved that the regular and supplemental
agendas be recommended to the State Administrative Board for approval
with item 27 of the regular agenda contingent upon the paperwork being
finalized before the State Administrative Board meeting on March 18,
2008. The motion was supported by Mr. Keenan and unanimously adopted.

Ms. MacDowell adjourned the meeting.

***At the State Administrative Board meeting on March 18, 2008, Item 27 of
the regular Finance and Claims Committee agenda was approved contingent
upon the words, "with approval of the State Administrative Board" being
added to paragraph two on page 6 of the Memorandum of Understanding.***

A G E N D A

3/4/08 12:00 version

FINANCE AND CLAIMS COMMITTEE

March 11, 2008, 11:10 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

STATE ADMINISTRATIVE BOARD

March 18, 2008, 11:00 a.m.
Lake Superior Room
1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only.
At its discretion the Finance and Claims Committee may revise
this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

Requests approval of the following:

1. DEPARTMENT OF ATTORNEY GENERAL

1)	Law Office of Loretta Crum,	\$	50,100.00	Amendment
	PLLC	\$	100,000.00	New Total
	Laingsburg, MI			FY08-09 100% Restricted Funds
				Additional funding for one-year
				option to the contract for
				Legal Services in the matter of
				the <i>Saginaw Chippewa Indian</i>
				<i>Tribe of Michigan vs Granholm,</i>
				<i>et al</i> , 05-10292

2. DEPARTMENT OF COMMUNITY HEALTH

1)	Various Vendors	\$	264,895.00	Amendment
	(Listing on File)	\$	110,534,495.00	New Total
				FY08 30.31% State GF
				3.5% State Restricted
				66.19% Federal Funds
				Additional funds for one-year
				grant agreement that will set
				forth a joint cooperative
				effort facilitating the
				delivery of health services to
				citizens of the state with
				local health departments

2. DEPARTMENT OF COMMUNITY HEALTH continued

- 2) Michigan Physical Fitness and Sports Foundation
Lansing, MI \$ 212,190.00 Amendment
\$ 4,592,925.00 New Total
FY08 31% State Restricted
64% Local 1% Other Funds
4% Fees and Collections
Additional funds for one-year
grant agreement to provide
funding for a physical
education population to be
created and given the knowledge
and skills to enjoy a healthy
lifestyle
- 3) Various Vendors
(Listing on File) \$ 388,000.00 Total
FY08-10 50% Federal Funds
50% State GF
Two-year grant agreement to
provide funding for primary
care medical, dental or mental
health professionals willing to
work full-time in a Michigan
Health Professional Shortage
Area
- 4) Merck and Company, Inc.
Merck Order Management
Center
West Point, PA \$ 999,933.00 Total
FY08 100% State GF
One-time purchase of vaccines
that will protect Michigan
citizens against Shingles and
the virus associated with
Cervical Cancer

3. DEPARTMENT OF CORRECTIONS

- 1) Capital Area Michigan Works!
Lansing, MI \$ 95,500.00 Amendment
\$ 3,239,145.00 New Total
FY08 100% General Funds
Additional funds to provide
Michigan Prisoner Re-Entry
Services

3. DEPARTMENT OF CORRECTIONS continued

- 2) Western Michigan University \$ 50,000.00 Amendment
Kalamazoo, MI \$ 785,000.00 New Total
FY08-09 100% General Funds
Additional funds to provide
substance abuse treatment for
prisoners, parolees and
probationers
- 3) Pine Rest Christian Mental \$ 579,009.00 Amendment
Health Services \$ 4,307,733.00 New Total
Grand Rapids, MI **FY08-10** 100% General Funds
Additional funds to provide
substance abuse treatment to
prisoners, parolees and
probationers
- 4) Textilliary, Inc. \$ 453,600.00 Total
Los Angeles, CA **FY08-11** 100% Revolving Funds
Three-year contract to provide
pique double knit fabric for
Michigan State Industries

4. DEPARTMENT OF ENVIRONMENTAL QUALITY

- 1) Entech, Inc. \$ 500,000.00 Total
White Pigeon, MI **FY08-09** 100% State Restricted
Grant to assist in the purchase
of equipment to produce crumb
rubber from scrap tires
- 2) Various Brownfield \$ 1,438,650.00 Total
Redevelopment Grants **FY08-10** AY04 100% Restricted
(Listing on File) Grants to conduct environmental
response activities and
remediation activities

5. DEPARTMENT OF HUMAN SERVICES

- 1) University of Detroit-Mercy NOT TO EXCEED
Detroit, MI \$ 600,000.00 Total
FY08-10 100% GF/GP
To deliver legal services to
disabled veterans

5. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|----|--|---|
| 2) | Michigan State Bar
Foundation
Lansing, MI | NOT TO EXCEED
\$ 3,825,000.00 Total
FY08-10 100% State GF
To receive/distribute funds and
collect/report data on SSI
advocacy services |
| 3) | Various Weatherization
Contractors
(Listing on File) | \$ 15,823,094.00 Total
FY08-09 100% Federal Funds
One-year contract for
weatherization assistance |
| 4) | Lutheran Child and Family
Services of Michigan
Bay City, MI | \$ 157,708.00 Amendment
\$ 1,074,447.00 New Total
FY08 100% Federal Funds
Additional monies for Families
First of Michigan model |
| 5) | Various Residential
Foster Care Treatment
Providers
(Listing on File) | \$111,413,770.00 Amendment
\$272,726,285.00 New Total
FY08-09 34% Federal Funds
66% General (appx. 50% local)
Additional monies to add one-
year extension to contracts |
| 6) | Portage Health
Hancock, MI | \$ 5,775.00 Amendment
\$ 30,030.00 New Total
FY08-10 100% Federal Funds
Additional monies due to final
allocations |
| 7) | Northern Michigan
Intervention Services
Gaylord, MI | \$ 175,693.53 Amendment
\$ 470,988.00 New Total
FY08-10 100% Federal Funds
Additional monies to expand
intensive in-home parent
education services to other
counties |

5. DEPARTMENT OF HUMAN SERVICES continued

- | | | |
|-----|---|--|
| 8) | Cadillac Area O.A.S.I.S.
Cadillac, MI | NOT TO EXCEED
\$ 63,177.39 Total
FY08-10 100% Federal Funds
Two-year, seven-month contract
to provide home-based parent
education services |
| 9) | Alternative For Girls
Detroit, MI | NOT TO EXCEED
\$ 168,750.00 Total
FY08-11 100% Federal Funds
Contract for specific programs
for females in the Juvenile
Justice system |
| | Highfields, Inc.
Onondaga, MI | NOT TO EXCEED
\$ 168,750.00 Total
FY08-11 100% Federal Funds
Contract for specific programs
for females in the Juvenile
Justice system |
| 10) | Various MARE Contracts
(Listing on File) | \$ 270,000.00 Amendment
\$ 12,750,000.00 New Total
FY08 100% Federal Funds
Additional monies due to raise
in rates for youth in MARE |

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- | | | |
|----|---|---|
| 1) | Foster, Swift, Collins,
Swift, P.C.
Lansing, MI | \$ 10,000.00 Amendment
\$ 59,000.00 New Total
FY08 100% Restricted Funds
Additional funding for
Independent hearing officer to
complete the remaining work on
the summation briefs and oral
arguments in the hearing of
Blue Cross Blue Shield of
Michigan rate filing Case
#07-018-BC |
|----|---|---|

6. DEPARTMENT OF LABOR AND ECONOMIC GROWTH continued

- | | | |
|----|---|--|
| 2) | Al Haidous for
Southeast Michigan Community
Alliance (SEMCA) Michigan
Works!
Taylor, MI | \$ 600,000.00 Total
FY08 100% Federal Funds
To provide funding for
retraining, job placement and
other services to dislocated
workers affected by plant
closures/mass layoffs in the
areas served by the grantee |
| 3) | William Crouchman for
Macomb/St. Clair Workforce
Development Board, Inc.
Clinton Twp, MI | \$ 384,000.00 Total
FY08 100% Federal Funds
To provide funding for
retraining, job placement and
other services to dislocated
workers affected by plant
closures/mass layoffs in the
areas served by the grantee |

7. DEPARTMENT OF NATURAL RESOURCES

- | | | |
|----|---|---|
| 1) | Munising Visitor's Bureau
Munising, MI | \$ 35,000.00 Amendment
\$ 448,990.00 New Total
FY08 100% State Restricted
Additional grant funds for
grooming of State-designated
snowmobile trails |
| 2) | Huron Pines Resource
Conservation and
Development Council
Grayling, MI | \$ 400,000.00 Total
FY08-10 100% State Restricted
To secure services necessary
to complete the Au Sable River
restoration project to enhance
fisheries and recreational use |

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

8. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|--|--|
| 1) | Department of Veterans
Affairs
Hines, IL | NOT TO EXCEED
\$ 36,084.32 (One-Time)
FY08 100% Federal Funds
391R8200371 Mark I Kits -
Antidote to Treat Exposure to
Nerve Agents |
|----|--|--|

9. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|---------------------------------------|---|
| 1) | Citrix
Fort Lauderdale, FL | NOT TO EXCEED
\$ 133,966.44 (2yrs 10mos)
FY08-11 100% Restricted Funds
084R8200144 Renewal of the
Current Proprietary Citrix
Software License for various
Department of Labor and
Economic Growth systems |
| 2) | Info Tech
Gainesville, FL | NOT TO EXCEED
\$ 48,750.00 (2yrs 10mos)
FY08 100% Restricted Funds
084R8200123 Renewal of the
Current Proprietary Field
Manager Software License for
the Department of
Transportation |
| 3) | Xerox Corporation
Philadelphia, PA | NOT TO EXCEED
\$ 65,058.00 (one-time)
FY08 100% Restricted Funds
084R8200096 Renewal of the
Proprietary Visiflow Software
Application License for the
Bureau of Lottery |

9. DEPARTMENT OF INFORMATION TECHNOLOGY continued

4) Alltel Communications, Inc. Little Rock, AR	NOT TO EXCEED \$ 4,200,000.00 (2 years) FY08-10 25% Federal 25% GF 25% Restricted 25% Revolving 071I7200264 Cellular and Wireless Data Service, Statewide
Sprint Solutions, Inc. (Sprint/Nextel) Overland Park, KS	NOT TO EXCEED \$ 4,200,000.00 (2 years) FY08-10 25% Federal 25% GF 25% Restricted 25% Revolving 071I7200264 Cellular and Wireless Data Service, Statewide
Cellco Partnership d/b/a Verizon Wireless Southfield, MI	NOT TO EXCEED \$ 3,500,000.00 (2 years) FY08-10 25% Federal 25% GF 25% Restricted 25% Revolving 071I7200264 Cellular Service, Statewide
SBC Global Services, Inc. d/b/a AT&T Global Services Southfield, MI	NOT TO EXCEED \$ 1,400,000.00 (2 years) FY08-10 25% Federal 25% GF 25% Restricted 25% Revolving 071I7200264 Global System for Mobile Communications (GSM) Service, Statewide
USA Mobility Wireless, Inc. Alexandria, VA	NOT TO EXCEED \$ 700,000.00 (2 years) FY08-10 25% Federal 25% GF 25% Restricted 25% Revolving 071I7200264 Paging Service, Lower Peninsula

9. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

**Short-term Staff Augmentation
for Information Technology for
various departments**

- 5) Analysts International
(Sally Wilder)
Lansing, MI

NOT TO EXCEED
\$ 114,400.00 (1 year)
FY08 100% Restricted Funds
071I8200116 For a programmer
to assist the Department of
Labor and Economic Growth,
Workers' Compensation Agency
with the day-to-day support of
the Workers' Compensation
System

10. DEPARTMENT OF LABOR AND ECONOMIC GROWTH

- 1) Wolverine American Inc.
Redford, MI

\$ 190,950.00 (One-Time)
FY08 78.7% Federal Funds
21.3 General Funds
641R8200940 Vending Equipment
for the Commission for the
Blind

11. DEPARTMENT OF MANAGEMENT AND BUDGET

- 1) CEM Benchmarking, Inc.
Toronto, ON, Canada

\$ 177,000.00 (3 years)
FY08-11 100% Restricted Funds
071R8200141/071I8200044
Benchmarking Analysis and
Reporting Services for the
Office of Retirement Services

12. DEPARTMENT OF TRANSPORTATION

- 1) Varsity Ford
Ann Arbor, MI

\$ 1,700,000.00 (1 yr 6 mo)
FY08 100% Restricted Funds
071R8200280/071I8200027
Vehicles, Light, Medium and
Heavy Duty Trucks

12. DEPARTMENT OF TRANSPORTATION continued

Signature Ford/Jeep \$ 1,700,000.00 (1 yr 6 mo)
Owosso, MI **FY08** 100% Restricted Funds
071R8200280/071I8200027
Vehicles, Light, Medium and
Heavy Duty Trucks

Jorgensen Ford \$ 1,700,000.00 (1 yr 6 mo)
Detroit, MI **FY08** 100% Restricted Funds
071R8200280/071I8200027
Vehicles, Light, Medium and
Heavy Duty Trucks

International Truck & Engine \$ 1,700,000.00 (1 yr 6 mo)
West Chester, OH **FY08** 100% Restricted Funds
071R8200280/071I8200027
Vehicles, Light, Medium and
Heavy Duty Trucks

Snethkamp Dodge \$ 1,700,000.00 (1 yr 6 mo)
Lansing, MI **FY08** 100% Restricted Funds
071R8200280/071I8200027
Vehicles, Light, Medium and
Heavy Duty Trucks

Gorno Ford \$ 1,700,000.00 (1 yr 6 mo)
Woodhaven, MI **FY08** 100% Restricted Funds
071R8200280/071I8200027
Vehicles, Light, Medium and
Heavy Duty Trucks

Red Holman Pontiac/GMC \$ 1,700,000.00 (1 yr 6 mo)
Westland, MI **FY08** 100% Restricted Funds
071R8200280/071I8200027
Vehicles, Light, Medium and
Heavy Duty Trucks

13. DEPARTMENT OF TREASURY

1) Title Check \$ 1,785,240.00 (3 yrs 1 mo)
Kalamazoo, MI **FY08-11** 100% Restricted Funds
071I8200030 Title Search and
Tax Forfeiture Services

CONTRACT CHANGES

14. DEPARTMENT OF COMMUNITY HEALTH

- | | | |
|----|---|---|
| 1) | Bio-Rad Laboratories
Hercules, CA | \$ 165,000.00 Amendment
\$ 1,639,018.08 New Total
FY08 100% Restricted Funds
071B4200328 Additional funding
for Blood Chemistry Test Kits,
Sickle Cell Tests, Galactose
Reagent Test Kits, and
Hepatitis C Tests |
| 2) | J&B Medical Supply Inc.
Wixom, MI | \$ 9,000,000.00 Amendment
\$ 68,707,899.06 New Total
FY08 55.89% Federal 44.11% GF
071B4200174 Additional funding
for a six-month option to the
contract for Mail Order Diaper
and Incontinence Supplies and
Services |
| 3) | Mack Investigative Services
Detroit, MI | \$ 70,000.00 Amendment
\$ 289,450.00 New Total
FY08-09 100% Federal Funds
071B5200268 Additional funding
for a one-year option to the
contract for WIC Compliance
Investigative Services |
| 4) | Roche Diagnostics Corporation
Indianapolis, IN | \$ 65,000.00 Amendment
\$ 342,888.00 New Total
FY08 100% Restricted Funds
071B4200380 Additional funding
for HIV-1 Monitor Test Kits
Including Instrumentation
Rental and Maintenance Program |

15. DEPARTMENT OF CORRECTIONS

- | | | |
|----|---------------------------------|---|
| 1) | HMR Services LLC
Lansing, MI | \$ 10,500.00 Amendment
\$ 35,451.60 New Total
FY08-09 100% General Funds
071B3001207 Additional funding
for Janitorial Services at the
Electronic Monitoring Center |
|----|---------------------------------|---|

16. DEPARTMENT OF INFORMATION TECHNOLOGY

- | | | |
|----|--|---|
| 1) | Electronic Data Systems
Lansing, MI | \$ 2,000,000.00 Amendment
\$ 7,000,000.00 New Total
FY08 100% Various Funding
071B3001387 Additional funding
for Professional Services under
the Master Vendor Program (MVP) |
| 2) | Perkin Elmer Life Sciences
Incorporated
Norton, OH | \$ 720,000.00 Amendment
\$ 2,361,218.00 New Total
FY08-11 100% Restricted
071B2001213 Additional funding
for a three-year extension of
the contract for support of the
Laboratory Management
Information System (LIMS) for
the Department of Community
Health |
| 3) | Primetech Solutions
Cerritos, CA | \$ 282,880.00 Amendment
\$ 1,094,080.00 New Total
FY08 100% Federal Funds
071B5200265 Additional funding
for a one-year option to the
contract for support for the
Child Nutrition Application
Program for the Department of
Education |

16. DEPARTMENT OF INFORMATION TECHNOLOGY continued

Various RE:START Vendors

Amendment(s) to existing contract(s) for Short-term Staff Augmentation for Information Technology for various departments

4)	DataCore	\$ 371,250.00	Amendment
	(Shajimon Thomas)	\$ 798,750.00	New Total
	(Suprakash Nandon)	FY08	100 Restricted Funds
	(Anbarasu Appasamy)	071B7200208	Additional funding
	Clinton Twp, MI		for a one-year option to the
			contracts for three Senior
			Programmer Analysts to provide
			development and maintenance
			effort of the MFOS optimization
			project for the Department of
			Transportation

17. DEPARTMENT OF MANAGEMENT AND BUDGET

1)	Besco Water Treatment, Inc.	\$ 405,000.00	Amendment
	Battle Creek, MI	\$ 1,526,339.00	New Total
		FY08-09	100% Various Funding
		071B4200266	Additional funding
			for a one-year option to the
			contract for General Salt,
			Statewide-Lower Peninsula
2)	Certified Document	\$ 120,000.00	Amendment
	Destruction	\$ 715,805.00	New Total
	Wauseon, OH	FY08-09	100% General Funds
		071B4200074	Additional funding
			for Record Destruction,
			Statewide
3)	Pitney Bowes	\$ 400,000.00	Amendment
	Holt, MI	\$ 3,000,000.00	New Total
		FY08	100% Various Funding
		071B1001388	Additional funding
			for a four-month extension of
			the contract for Mailing
			Equipment, Statewide

18. DEPARTMENT OF STATE POLICE

1)	Glengariff Group, Inc. Chicago, IL	\$ 84,500.00 Amendment \$ 338,000.00 New Total FY08 100% Federal Funds 071B5200036 Additional funds for a one-year option to the contract for Telephone Polling Surveys for the Office of Highway Safety Planning
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19. DEPARTMENT OF TREASURY

1)	Tax Management Associates Incorporated Holt, MI	\$ 547,764.00 Amendment \$ 3,593,293.00 New Total FY09 100% General Funds 071B6200426 Additional funding for the contract for Resident Exemption Audits
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SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

20. DEPARTMENT OF COMMUNITY HEALTH

1)	<u>Shannon Bacon</u>	\$162.00
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The claimant (07-SAB-023) requests \$162.00 reimbursement for her eyeglasses broken while trying to restrain a patient. The Department recommends approval of this claim.

2)	<u>Matthew Campbell</u>	\$ 75.50
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The claimant (08-SAB-026) requests \$75.50 reimbursement for his eyeglasses broken during an assault. The Department recommends approval of this claim.

3)	<u>Andri Chang</u>	\$ 10.59
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The claimant (08-SAB-027) requests \$10.59 reimbursement for earrings missing while under control of staff. The Department recommends approval of this claim.

21. DEPARTMENT OF CORRECTIONS

- 1) Thomas Armstrong #206186 \$100.00

The Claimant (08-SAB/DOC-068) requests \$100.00 reimbursement for his gold chain and cross lost while under control of the Department. The Department recommends approval of this claim.

- 2) Charles Brown #219720 \$ 7.01

The Claimant (08-SAB/DOC-083) requests \$7.01 reimbursement for food items destroyed by staff. The Department recommends approval of this claim.

- 3) Thaddeus Centers #169238 \$ 32.78

The Claimant (07-SAB/DOC-395) requests \$32.78 reimbursement for his art supplies ordered and never received. The Department recommends approval of this claim.

- 4) Anthony Chapman #371757 \$ 54.95

The Claimant (08-SAB/DOC-070) requests \$54.95 reimbursement for his shoes lost while under control of the Department. The Department recommends approval of this claim.

- 5) Larry Cheatham #172289 \$110.00

The Claimant (07-SAB/DOC-415) requests \$110.00 reimbursement for his typewriter damaged while under control of the Department. The Department recommends approval of this claim.

- 6) Ronald Cooksey #144252 \$ 76.00

The Claimant (07-SAB/DOC-444) requests \$76.00 reimbursement for his gym shoes, socks, underwear and gloves ordered but never received. The Department recommends approval of this claim.

- 7) Brian Courtney #444293 \$ 52.27

The Claimant (08-SAB/DOC-033) requests \$52.27 reimbursement for his hobbycraft order he did not receive. The Department recommends approval of this claim.

21. DEPARTMENT OF CORRECTIONS continued

- 8) Eugene Dawson #144994 \$ 16.75

The Claimant (08-SAB/DOC-071) requests \$16.75 reimbursement for his radio/tape player damaged while under control of the Department. The Department recommends approval of this claim.

- 9) Joey Dyer #470852 \$ 17.95

The Claimant (07-SAB/DOC-392) requests \$ 17.95 reimbursement for a paperback book damaged while under control of the Department. The Department recommends approval of this claim.

- 10) Nancy Freeman \$ 16.64
for Lee Massey #290317

The Claimant (07-SAB/DOC-384) requests \$16.64 reimbursement for a book ordered and could not be found. The Department recommends approval of this claim.

- 11) Burim Gogaj #478046 \$365.12

The Claimant (08-SAB/DOC-073) requests \$365.12 reimbursement for numerous items stolen while under control of the Department. The Department recommends approval of \$365.93 for this claim.

- 12) Gus Howze #201728 \$ 73.00

The Claimant (07-SAB/DOC-184) requests \$ 73.00 reimbursement for his footlocker damaged during transfer. The Department of Attorney General recommends approval of this claim.

- 13) Ernest Jones #375655 \$ 81.90

The Claimant (07-SAB/DOC-433) requests \$81.90 reimbursement for his TV lost while under control of the Department. The Department recommends approval of \$86.47 for this claim.

21. DEPARTMENT OF CORRECTIONS continued

- 14) Candy Justice #423097 \$ 39.90

The Claimant (07-SAB/DOC-414) requests \$39.90 reimbursement for her shoes and radio she ordered and never received. The Department recommends approval of \$43.80 for this claim.

- 15) Ricky Kimble #608359 \$ 31.85

The Claimant (08-SAB/DOC-082) requests \$31.85 reimbursement for a chess board he ordered and never received. The Department recommends approval of this claim.

- 16) Pierre Lassetti #275111 \$ 44.00

The Claimant (08-SAB/DOC-075) requests \$44.00 reimbursement for his hobbycraft order he never received. The Department recommends approval of this claim.

- 17) Silas McAdoo #241485 \$453.75 or \$374.75

The Claimant (07-SAB/DOC-426) requests \$453.75 or \$374.75 reimbursement for 4 footlockers and work processor damaged while under control of the Department. The Department recommends approval of \$381.66 for this claim.

- 18) Frederick McMillan #183692 \$ 73.75

The Claimant (08-SAB/DOC-076) requests \$73.75 reimbursement for his JL Marcus order lost while under control of the Department. The Department recommends approval of this claim.

- 19) Jerry Martin #136142 \$ 50.00

The Claimant (08-SAB/DOC-040) requests \$50.00 reimbursement for his tennis racket destroyed by staff. The Department recommends approval of this claim.

- 20) Thomas Moore #174138 \$ 19.80

The Claimant (08-SAB/DOC-044) requests \$19.80 reimbursement for his headphones damaged while under control of the Department. The Department recommends approval of this claim.

21. DEPARTMENT OF CORRECTIONS continued

- 21) Estee Newman #265964 \$ 21.75

The Claimant (08-SAB/DOC-045) requests \$21.75 reimbursement for his watch lost while under control of the Department. The Department recommends approval of this claim.

- 22) Charles Norman #252518 \$ 95.54

The Claimant (07-SAB/DOC-438) requests \$95.54 reimbursement for repairs to his typewriter damaged while under control of the Department. The Department recommends approval of this claim.

- 23) James Poineau #264593 \$ 33.91

The Claimant (07-SAB/DOC-405) requests \$33.91 reimbursement for 5 books lost while under control of the Department. The Department recommends approval of this claim.

- 24) Larry Reed #478559 \$ 19.75

The Claimant (08-SAB/DOC-041) requests \$19.75 reimbursement for his watch lost while under control of the Department. The Department recommends approval of this claim.

- 25) Daniel Spadorcia #252168 \$ 13.30

The Claimant (08-SAB/DOC-046) requests \$13.30 reimbursement for a can of unopened tobacco lost while under control of the Department. The Department recommends approval of this claim.

- 26) Carl Striggow #572939 \$ 90.00

The Claimant (08-SAB/DOC-048) requests \$90.00 reimbursement for his TV stolen while on the yard. The Department recommends approval of this claim.

- 27) Edward Talton #139226 \$ 50.00

The Claimant (08-SAB/DOC-077) requests \$50.00 reimbursement for a money order lost while under control of the Department. The Department recommends approval of this claim.

21. DEPARTMENT OF CORRECTIONS continued

- 28) Carl Tinsley #311431 \$ 37.00

The Claimant (07-SAB/DOC-423) requests \$37.00 reimbursement for his walkman and headphones damaged while under control of the Department. The Department recommends approval of this claim.

- 29) James Washington aka \$ 51.90
Brian Johnson

The Claimant (07-SAB/DOC-434) requests \$51.90 reimbursement for his tennis shoes lost while under control of the Department. The Department recommends approval of this claim.

22. DEPARTMENT OF HUMAN SERVICES

- 1) Richard Cook \$169.97

The claimant (08-SAB-016) requests \$169.97 reimbursement for his eyeglasses broken while performing his job duties. The Department recommends approval of this claim.

- 2) Edith Richardson \$ 82.44

The claimant (08-SAB-001) requests \$82.44 reimbursement for replacement of a tire damaged while using her vehicle on State business. The Department recommends approval of this claim.

23. DEPARTMENT OF NATURAL RESOURCES

- 1) Timothy Abramczyk \$ 18.00

The claimant (08-SAB-003) requests \$18.00 reimbursement for his driver's license that wasn't returned to him by the officer. The Department recommends approval of this claim.

24. DEPARTMENT OF STATE

- 1) Boyd Bigger \$881.35

The claimant (07-SAB-135) requests \$881.35 reimbursement for repairs he made to his ATV to have it street legal due to Secretary of State misinformation. The Department recommends approval of this claim.

- 2) Michelle Haubner \$ 60.00

The claimant (08-SAB-025) requests \$60.00 reimbursement for overdraft fees caused by Department of State error. The Department recommends approval of this claim.

- 3) Floyd Wortham \$425.00

The claimant (08-SAB-020) requests \$425.00 reimbursement for towing and impound charges due to Secretary of State error. The Department recommends approval of \$260.00 for this claim.

25. DEPARTMENT OF TRANSPORTATION

- 1) Wulf McNeill \$222.21

The claimant (08-SAB-028) requests \$222.21 reimbursement for damage to his vehicle while driving on M-95. Gravel from a chip sealed area cracked his windshield. The Department recommends approval of this claim.

- 2) Daniel Patterson \$525.00

The claimant (07-SAB-129) requests \$525.00 reimbursement for damage to his vehicle when debris from a bridge fell on it. The Department recommends denial of this claim.

- 3) Matthew Vargo \$324.55

The claimant (08-SAB-019) requests \$324.55 reimbursement for damage to his vehicle after hitting a pothole. The Department recommends denial of this claim.

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

26. DEPARTMENT OF NATURAL RESOURCES

Requests permission to dispose of unclaimed and abandoned personal property without intrinsic value in accordance with Sec. 6 of Act 238 of 1957.

Various State Parks

27. DEPARTMENT OF STATE

- 1) Requests approval of a Memorandum of Understanding between the United States Department of Homeland Security, U.S. Citizenship and Immigration Services and the Michigan Department of State regarding allowance and governance of the participation of the Michigan Department of State in the DHS-USCIS Systematic Alien Verification for Entitlements (SAVE) program for the purpose of verifying citizenship and immigration status information of applicants for driver's licenses and state identification cards.
- 2) Requests approval of a Reimbursement Memorandum of Agreement between the Michigan Department of State (User Agency) and the United States Department of Homeland Security, U.S. Citizenship and Immigration Services (DHS-USCIS) Systematic Verification for Entitlements Program (SAVE) to establish terms and conditions governing the reimbursement of costs incurred by the SAVE Program and to modify the existing Memorandum of Understanding governing the provision of verification services to the User Agency.

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

A G E N D A

3/5/08 1:38 version

STATE ADMINISTRATIVE BOARD

March 18, 2008, 11:00 a.m.

Lake Superior Room

1st Floor, Michigan Library
and Historical Center

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This agenda is for general informational purposes only. At its discretion the Finance and Claims Committee may revise this agenda and may take up other issues at the meeting.

SECTION I. AGENCY CONTRACTS

SECTION II. DMB CONTRACTS

Requests approval of the following:

NEW CONTRACTS

1s. DEPARTMENT OF INFORMATION TECHNOLOGY

NextGen Healthcare Information
Systems, Inc.
Horsham, PA

\$ 3,096,074.00 (3 yrs 11 days)
FY08-11 100% General Funds
 071I8200043 Electronic Medical
 Records System for the
 Department of Corrections

SECTION III. RELEASE OF FUNDS TO WORK ORDER

SECTION IV. REVISION TO WORK ORDER

SECTION V. CLAIMS - PERSONAL PROPERTY LOSS

SECTION VI. CLAIMS - PERSONAL INJURY LOSS

SECTION VII. APPROVAL OF SPECIAL ITEMS

The Director of the Department of Management and Budget recommends approval by the State Administrative Board of the items contained in Section I and II of this agenda. Approval by the State Administrative Board of these award recommendations does not require or constitute the award of same. Award of contracts shall be made at the discretion of the DMB Director or designee.

MEMORANDUM OF UNDERSTANDING

Between the
United States Department of Homeland Security,
U.S. Citizenship and Immigration Services
and the
Michigan Department of State

I. PARTIES

This Memorandum of Understanding (MOU) constitutes an agreement between the United States Department of Homeland Security, U.S. Citizenship and Immigration Services (DHS-USCIS) and the Michigan Department of State (User Agency).

II. PURPOSE

- A. This MOU allows and governs the participation of the User Agency in the DHS-USCIS Systematic Alien Verification for Entitlements (SAVE) program for the purpose of verifying citizenship and immigration status information of applicants for driver's licenses and state identification cards. The limited data provided to the User Agency will include (1) an initial response (initial verification) by SAVE to an online inquiry by the User Agency and (2) additional verification procedures where applicable. Initial verification and the additional verification procedures will provide the User Agency limited access to information contained in the Verification Information System (VIS) database to verify the alien registration number (A-number), arrival/departure record (I-94), and other citizenship and immigration status data of applicants for driver's licenses and state identification cards.
- B. This MOU describes the responsibilities of DHS-USCIS and the User Agency for verifying citizenship and immigration status information and properly safeguarding, using, maintaining, and disclosing data transferred pursuant to the SAVE procedures set forth in this MOU and other SAVE program policy directives. The responsibilities of the Authorized employees and/or contractor personnel of DHS-USCIS and the User Agency will carry out the requirements of the MOU.
- C. The User Agency certifies that it cannot procure the immigration status verification services requested pursuant to this MOU reasonably and expeditiously through ordinary business channels.

III. LEGAL AUTHORITIES

The authorities provided for in this MOU include, but are not limited to, the following:

Personal Responsibility and Work Opportunity Reconciliation Act of 1996, Pub. L. No. 104-193, 100 Stat. 2105

Immigration Reform and Control Act of 1986, Pub. L. 99-603, 100 Stat 3359

Homeland Security Act of 2002, Title II-Information Analysis and Infrastructure Protection

Privacy Act, 5 U.S.C. section 552a

Real ID Act of 2005, Pub. L. No. 109-13, 119 Stat. 231, as amended.

Michigan Vehicle Code, 1949 PA 300, MCL 257.1 *et seq.*

Michigan state personal identification card act, 1972 PA 222, MCL 28.291 *et seq.*

IV. IMPLEMENTATION

A. DHS-USCIS agrees to:

1. Maintain and make available to the User Agency in limited part and manner determined by DHS-USCIS after consultation with the User Agency, a citizenship and immigration status information verification system under the SAVE Program known as the Verification Information System (VIS), as described at 72 Federal Register 17569 (April 9, 2007);
2. Respond through VIS to inquiries from the User Agency by verifying the current immigration status of each alien applicant to the User Agency, as available;
3. Provide to the User Agency operating instructions necessary to use VIS, a sufficient number of verification User IDs to assure the effective implementation of the verification procedures, and instructions for obtaining necessary system access codes;
4. Provide the User Agency with the names, addresses, and telephone numbers of contact persons within the SAVE Program and its contractor who can be contacted regarding any questions or problems which arise in connection with the User Agency's participation in SAVE;
5. Process and respond to additional verification requests submitted by the User Agency through VIS or on Form G-845 (Document Verification Request). Response time may vary, depending on DHS-USCIS workload, resources available to process additional verification requests, and the applicant's specific circumstances;
6. Provide the User Agency a copy of Form G-845, which may be reproduced and/or computer-generated without prior DHS-USCIS approval; and
7. Provide to the User Agency training and information regarding initial and additional verification, relevant DHS-USCIS policy, safeguards regarding data, and DHS-USCIS administration of status verification.

B. The User Agency agrees to:

1. Provide to the SAVE Program available information necessary to verify alien applicants' immigration status, including (a) the alien registration number for initial verification, (b) additional information obtained from the alien's immigration documentation for automated additional verification, and (c) completed Forms G-845, copies of documents, and other information required for manual additional verification;
2. Provide the SAVE Program with the names, addresses, and telephone numbers of contact persons within the User Agency regarding any questions or problems which may arise in connection with the User Agency's participation in SAVE;
3. Pay any and all required fees for the provision of access to the SAVE database as set forth in section VII of this MOU;
4. Address and resolve all lawful requirements and recommendations regarding each and every finding of waste, fraud, abuse, or any misuse of the system, including but not limited to non-compliance with this MOU, SAVE Program procedures, or any applicable law, regulation, or policy;
5. Respond to all findings made by the DHS-USCIS Monitoring and Compliance Branch and take corrective measures as necessary to comply with all lawful requirements and recommendations;
6. Notify the SAVE Program immediately whenever there is probable cause to believe a violation of this MOU has occurred;
7. Notify the SAVE Program immediately whenever there is probable cause to believe an information breach has occurred as a result of User Agency action or inaction pursuant to the Office of Management and Budget (OMB) Memorandum M-07-16;
8. Become familiar with and comply with the SAVE User Manual & System Tutorials; and
9. Ensure each agency representative performing verification procedures completes the SAVE Web-Based Tutorial.

V. SAFEGUARDS REGARDING THE USE AND DISCLOSURE OF DATA

- A. Participation of the User Agency in SAVE shall be conducted so as to verify immigration status without regard to the sex, color, race, religion, or nationality of the alien involved. DHS-USCIS and the User Agency shall comply with the Privacy Act, 5 U.S.C. Section 552a, and other applicable laws, regulations, and policies, including but not limited to all OMB privacy guidance, in conducting verification procedures pursuant to this MOU, and in the safeguarding, maintaining, and disclosing of any data provided or received pursuant to the MOU.

- B.** The User Agency agrees that any information provided by DHS-USCIS under this MOU may only be used for the purpose of determining the eligibility of persons applying for driver's licenses and state identification cards. The User Agency also agrees to limit its use of such information in accordance with this and all other provisions of this MOU.
- C.** The User Agency shall hold as confidential, and will not disclose without a court order, any personally identifiable information provided by DHS-USCIS under this MOU, to any other person or entity without the prior written consent of DHS-USCIS. The User Agency will raise all applicable exemptions to any Michigan Freedom of Information Act (FOIA), MCL 15.231 *et seq.*, request for the confidential information, including, but not limited to, the exemption contained in MCL 15.243(1)(d) as it applies to disclosures prohibited by federal law. The User Agency will notify DHS-USCIS, as soon as possible, of any litigation that might result in the release of the confidential information. Each applicant seeking access to information regarding himself/herself may do so by submitting a written request to DHS-USCIS. The User Agency fully understands that this MOU does not permit it to use SAVE for the purpose of complying, or assisting any person or entity to comply, with the employment eligibility verification requirements of section 274A of the Immigration and Nationality Act, 8 U.S.C. section 1324a.
- D.** DHS-USCIS reserves the right to use information received by it from the User Agency for any purpose permitted by law, including the prosecution of violations of Federal criminal law.
- E.** DHS-USCIS will verify the immigration status of alien applicants pursuant to this MOU, but will make no recommendation to the User Agency whether to issue driver's licenses and state identification cards. The User Agency has the sole responsibility to determine the applicant's eligibility for driver's licenses and state identification cards.
- F.** The User Agency and DHS-USCIS agree to comply with the requirements of the Federal Information Security Management Act (FISMA (PL-107-347), Title III, Section 301) and applicable OMB guidance as applicable to electronic storage, transport of records between agencies, and the internal processing of records received by either agency under the terms of this Agreement. The User Agency and DHS-USCIS reserve any right that it may have to conduct onsite inspections to monitor compliance with FISMA during the lifetime of this agreement and any extension thereof.

VI. MONITORING AND COMPLIANCE

The User Agency agrees to allow DHS-USCIS, authorized agents of DHS-USCIS, and other DHS-USCIS designees to:

- A.** Monitor records and documents related to the use or improper use by the User Agency;
- B.** Conduct compliance inspections and review User Agency's SAVE-related policies, procedures, guidance, records, and associated documents, including but not limited to

applicant consent forms relating to the Privacy Act, 5 U.S.C. section 552a, and other applicable law in conducting verification procedures pursuant to this MOU, and in the safeguarding, maintaining, and disclosing of any data provided or received pursuant to this MOU;

- C. Interview any and all User Agency system users and any and all contact persons within the User Agency regarding any and all questions or problems which may arise in connection with the User Agency's participation in SAVE;
- D. Perform audits of agency User IDs, SAVE Training Records, SAVE financial records, SAVE biographical information, system profiles and usage patterns; and
- E. Take other steps to monitor and assure that the terms of this MOU are complied with regarding the use, maintenance and operation relating to SAVE and related to the payment of required fees to DHS-USCIS and its contractors for the provision of access to the USCIS-SAVE database by the User Agency.

VII. COMPENSATION

The User Agency shall pay the standard billing rates to the SAVE Program contractor or, upon written notice from USCIS, any other entity designated by DHS-USCIS.

The current standard billing rates are attached. The standard billing rates and methods of payment are subject to change upon prior written notification to the User Agency.

VIII. POINTS OF CONTACT

USCIS SAVE—David H. Bounds, Program Chief, SAVE Program, 490 L'Enfant Plaza East SW, Suite 8027, Washington, DC 20024-2135, (202) 358-7807.

USCIS SAVE Contractor—Computer Sciences Corporation, Attn: Rosanne Smiga, SAVE Program, 1001 G Street NW, 300 West, Washington, DC 20001, (202) 824-7774.

USER AGENCY—Grace Ueberroth, Assistant Administrator, Customer Services Administration, Michigan Department of State, 7064 Crowner Dr., Lansing, MI 48918, (517) 322-3440.

DHS-USCIS and the User Agency will update these points of contact as needed.

IX. PERIOD OF AGREEMENT AND MODIFICATION/TERMINATION

This MOU is effective upon the signature of both parties, and shall continue in effect unless (1) modified or terminated in writing by the mutual consent of both parties, or (2) terminated by either party upon 30 days prior written notice to the other party by certified or registered mail, return receipt requested.

This MOU and any annexes hereto may be amended or revised at any time upon the mutual written consent of the parties.

DHS-USCIS may terminate this MOU without prior notice if deemed necessary because of a requirement of law or policy, upon a determination by DHS-USCIS that there has been a breach of system integrity or security by the User Agency, or a failure by the User Agency to comply with established procedures or legal requirements.

Nothing in this MOU is intended, or should be construed, to create any right or benefit, substantive or procedural, enforceable at law by any third party against the United States, its agencies, officers, or employees.

This MOU is limited to the provision of verification services. It is not intended to be, and should not be construed as, an opinion on the part of DHS-USCIS or the United States regarding any right or benefit under any program administered by the User Agency.

The foregoing constitutes the full agreement on this subject between DHS-USCIS and the User Agency.

The undersigned represent that they are authorized to enter into this MOU on behalf of DHS-USCIS and the User Agency, respectively.

David Bounds
Program Chief, SAVE Program
U.S. Citizenship and Immigration Services
Department of Homeland Security

Brian DeBano
Chief of Staff and Chief Operating Officer
Michigan Department of State

Date

Date

**VERIFICATION INFORMATION SYSTEM (VIS)
ACCESS METHODS, TRANSACTION CHARGES, AND REQUIRED EQUIPMENT
EFFECTIVE APRIL 1, 2005**

ACCESS METHOD	TRANSACTION CHARGES	EQUIPMENT REQUIRED
Web-Based (Web 1, 2, and 3)	Initial Verification - \$0.26 Additional Verification – Additional \$0.48	Personal Computer with Internet access and a supported web browser (Internet Explorer 5.5 or newer, or Netscape 6.0 or newer, but not Netscape 7.0).
Computer Matching (SFTP Priority Batch)	Initial Verification - \$0.20 Additional Verification – Additional \$0.24	Internet access and Secure File Transfer Protocol (SFTP) connectivity. Custom software needed for formatting queries and interpreting the output file.
Web Services	Initial Verification - \$0.20 Additional Verification – Additional \$0.24	Internet access and commercial off-the-shelf software that enables development of a client web service application.

NOTE: A minimum monthly service fee of \$25.00 is automatically billed to user agencies whose VIS query volume totals do not exceed \$25.00. However, if no query of VIS is completed during the month, there is no charge.

Revised March 23, 2005

**REIMBURSEMENT
MEMORANDUM OF AGREEMENT
MICHIGAN DEPARTMENT OF STATE**

I. Parties

This Memorandum of Agreement (MOA) and the attached USCIS SAVE Non-Federal Submission Form constitute the complete MOA between the Michigan Department of State (User Agency) and the United States Department of Homeland Security, U.S. Citizenship and Immigration Services (DHS-USCIS) Systematic Alien Verification for Entitlements (SAVE) Program.

The SAVE Program allows Federal, state and local government benefit-granting agencies, as well as licensing bureaus, to check the immigration status of noncitizen and certain citizen applicants requesting benefits or entitlements.

“User Agency” hereinafter refers to the User Agency, and its authorized employees, agents or designees.

“DHS-USCIS” hereinafter refers to the agency and its authorized employees, agents or designees.

II. Purpose

A. The purpose of this MOA is to establish the terms and conditions governing the reimbursement of costs incurred by the SAVE Program and to modify the existing Memorandum of Understanding (MOU) governing the provision of verification services to the User Agency.

B. Pursuant to the requirements of OMB Circular A-97, which establishes the President’s guidelines for implementing the Intergovernmental Cooperation Act, 31 U.S.C. Section 6501, et seq., as amended, the User Agency certifies that it cannot procure the immigration status verification services requested pursuant to this MOA reasonably and expeditiously through ordinary business channels.

III. Authority

The legal authorities provided for in this MOA include, but are not limited to, the following:

Personal Responsibility and Work Opportunity Reconciliation Act of 1996, Pub. L. No. 104-193, 100 Stat. 2105, as amended.

Immigration Reform and Control Act of 1986, Pub. L. No. 99-603, 100 Stat 3359, as amended.

Illegal Immigration Reform and Immigrant Responsibility Act of 1996, Pub. L. No. 104-208, as amended.

Homeland Security Act of 2002, 6 U.S.C. Section 101, et seq., as amended.

Privacy Act, 5 U.S.C. Section 552a, as amended.

Intergovernmental Cooperation Act, 31 U.S.C. Section 6501, et seq. as amended.

Michigan Vehicle Code 1949, P.A. 300, as amended.

Michigan State Personal Identification Card Act 1972, P.A. 222, as amended.

IV. Responsibilities

A. The User Agency Point of Contact (POC) and the DHS-USCIS SAVE program office shall be responsible for technical oversight of the service as set forth in the MOU. Only authorized employees, agents, or designees of DHS-USCIS may carry out the requirements of this MOA. In carrying out these responsibilities, they will operate within the scope of applicable regulations, specifically delegated authorities, and the program authorities and funding limitations of the MOA.

B. The existing MOU between the USER Agency and DHS-USCIS describes the responsibilities of the parties for use of the SAVE Program.

C. The User Agency agrees to pay the transaction prices provided in the attached current standard billing rates, which along with methods of payment are subject to change upon prior written notification to the User Agency. The following provisions provide terms and conditions regarding payment to the SAVE Program:

1. Funding and Reimbursement: DHS-USCIS will recover no more than its actual costs. The total cost of the agreement is estimated to be \$24,994. The User Agency certifies that it has obligated at least \$24,994 to pay for its SAVE usage. DHS-USCIS shall notify the User Agency's designated POC in writing when the amount paid plus what is owed for unpaid usage equals 80% percent of the estimated total costs. DHS-USCIS will provide services that would result in the amount paid plus the amount owed for unpaid usage exceeding \$24,994. In this instance, DHS-USICS will be excused from further performance of the work unless and until the User Agency's authorized official increases estimated total cost of this agreement by modification pursuant to provision VIII of this MOA.

2. Billing and Payment Instructions/Support Documentation for Expenditures:

- a. Invoices shall be submitted to the User Agency's payment office as shown on the USCIS SAVE Non-Federal Submission Form, with a copy furnished to the POC. DHS-USCIS may submit invoices when the work is completed or as otherwise authorized. The SAVE Program Customer Number, tax identification number, and associated dollar amounts will be referenced on all invoices.

- b. Invoices will be sent to the User Agency at the address specified on the USCIS SAVE Non-Federal Submission Form.

- c. Payment method is to be by check.
- d. For wire transfers or credit payments, the User Agency will call 802-288-7600.
- d. Checks can be sent to: DHS-ICE
 ATTN: CMRB
 P.O. Box 5000
 Williston, VT 05495-5000
- e. The User Agency shall pay in full within 30 days of the invoice date. The User Agency will pay any applicable sales, use, excise, and like taxes, where required by law, that are stated on each invoice. Regardless of payment type, the User Agency will clearly indicate the MOA number with remittance.
- f. Both agencies agree to promptly discuss and resolve issues and questions regarding payments. Delinquent payments shall be handled in accordance with the Debt Collection and Improvement Act of 1996, 31 U.S.C. Section 3701. Interest on all unpaid balances shall be charged at the rate of the current value of funds to the United States Treasury effective on the date of the invoice. The rate is the Treasury tax and loan rate. It is published annually or quarterly by the Secretary of the Treasury in the Federal Register and the Treasury Fiscal Requirements Manual Bulletins. Handling charges will accrue at monthly rates of \$5.00 for each of the first two months of delinquency and \$10.00 for each month thereafter. In addition to interest and handling charges, if DHS-USCIS does not receive payment within 90 days of the invoice, a 6% per annum penalty will be assessed. Charges will be computed from the date of the invoice and will accrue monthly with the applicable interest and handling charges. In the case of any late payment, the amount received will be applied in this sequence: (1) to any accrued penalty and handling charges; (2) to any accrued interest; and (3) to outstanding principal. Failure to make timely payment may result in termination of services. DHS-USCIS will promptly initiate year-end and closeout adjustments once final costs are known.

V. Points of Contact

USCIS SAVE—David H. Bounds, Chief, SAVE Program, 490 L’Enfant Plaza East SW, Suite 8027, Washington, DC 20024-2135, (202) 358-7807.

USER AGENCY—Grace Ueberroth, Assistant Administrator, Customer Services Administration, Michigan Department of State, 7064 Crouner Dr., Lansing, MI 48918, (517) 322-3440.

The User Agency will provide DHS-USCIS with updated points of contact in writing as changes occur. DHS-USCIS may update the USCIS SAVE and USCIS SAVE Contractor points of contact through its VIS online resources.

VI. Other Provisions

A. Third Party Liability: Each party to this MOA shall be solely responsible for its own defense against any claim or action arising out of or related to the execution and/or performance of this MOA, whether civil or criminal, as well as retain responsibility for the payment of any corresponding liability.

Nothing in this MOA is intended, or should be construed, to create any right or benefit, substantive or procedural, enforceable at law by any third party against the United States, its agencies, officers, or employees.

B. Disputes: Nothing in this MOA is intended to conflict with current User Agency or Treasury directives. However, should disagreement arise as to the interpretation of the provisions of this MOA that cannot be resolved between the DHS-USCIS program office and the User Agency POC, the area(s) of disagreement will be reduced to writing by each agency and presented to the authorized officials at both agencies for resolution. If settlement cannot be reached at this level, the disagreement will be raised to the next level in accordance with DHS-USCIS and User Agency procedures for final resolution.

C. Conflicts: The above referenced documents constitute the full MOA on this subject between DHS-USCIS and the User Agency. In the event of any inconsistency or conflict between or among the provisions of this MOA, such inconsistency or conflict will be resolved in the following order of precedence: (1) this MOA, (2) other documents incorporated by reference in this MOA, i.e., SAVE Non-Federal Submission Form, (3) the MOU between DHS-USCIS and the User Agency regarding use of the SAVE system.

D. Severability: Nothing in this MOA is intended to conflict with current law or regulation or the directives of DHS, DHS-USCIS, or the User Agency. If a term of this MOA is inconsistent with such authority, then that term shall be invalid but, to the extent allowable, the remaining terms and conditions of this MOA shall remain in full force and effect. In the event that such a conflict exists which would prevent either party from fulfilling its obligations, this agreement may be immediately canceled irrespective of the thirty day notice period referenced in Section VIII.

E. Assignment: The User Agency may not assign this MOA, nor may it assign any of its rights or obligations under this MOA. To the extent allowable by law, this MOA shall inure to the benefit of, and be binding upon, any successors to DHS-USCIS and the User Agency without restriction. This in no way is intended to prevent completion of assigned duties of either party by using contractors.

F. Waiver: No waiver by either party of any breach of any provision of this MOA shall constitute a waiver of any other breach. Failure of either party to enforce at any time, or from time to time, any provision of this MOA shall not be construed to be a waiver thereof.

G. Limitations: This MOA is limited to the provision of verification services. It is not intended to be, and should not be construed as, an opinion on the part of DHS-USCIS or the United States regarding any right or benefit under any program administered by the User Agency.

VII. Effective Date

This agreement shall be effective on the date of the signature by authorized officials of both agencies and will remain in effect through the sooner of (1) the end of fiscal year 2008 (September 30, 2008), or (2) the MOA is terminated in accordance with the provisions of this document.

VIII. Modification and Termination

The User Agency may accomplish a unilateral administrative modification to add funds, and either party may accomplish a unilateral administrative modification to change a POC name. A written bilateral modification (i.e., agreed to and signed by authorized officials of both parties) is required to change any other term of this MOA.

Notwithstanding any other provision in the MOA, DHS-USCIS may terminate this MOA without prior notice if deemed necessary because of a requirement of law or policy, upon a determination by DHS-USCIS that there has been a breach of system integrity or security by the User Agency, or a failure by the User Agency to comply with established procedures or legal requirements.

Either party may cancel this MOA by providing written notification of intent thirty 30 calendar days prior to end of service. If the User Agency cancels this MOA, DHS-USCIS shall deliver to the User Agency any work in process and the User Agency will reimburse DHS-USCIS for such work.

Notices shall be sent in writing to the addresses of the POCs listed herein and shall be effective upon receipt. Either party may change its POC by written notice to the other party.

The undersigned certify that they are authorized to enter into this MOA on behalf of DHS-
USCIS and the User Agency, respectively.

David H. Bounds,
Chief, SAVE Program
U.S. Citizenship and Immigration Services
Department of Homeland Security

Date

Brian DeBano
Chief of Staff / Chief Operating Officer
Michigan Department of State

Date

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Ms. Donovan presented the Finance and Claims Committee Report for the regular meeting of March 11, 2008. After review of the foregoing Finance and Claims Committee Report, Ms. Donovan moved that the Report covering the regular meeting held March 11, 2008, be approved and adopted with the friendly amendment to the motion by Mr. Isom asking that Item 27 of the regular agenda be approved contingent upon the words, "and with approval by the State Administrative Board" be added to paragraph two of page six of the Memorandum of Understanding. The motion was supported by Ms. Wolenberg and unanimously approved.

APPROVED

March 18, 2008

Michigan State
Administrative Board

COMMITTEE REPORT TO THE STATE ADMINISTRATIVE BOARD

The Honorable Jennifer M. Granholm, Governor
and
Members of the State Administrative Board

A regular meeting of the Transportation and Natural Resources
Committee was held at 3:30 p.m. on March 12, 2008. Those present
being:

Chairperson: Joseph Pavona, representing Approved _____
Secretary of State Land

Member: Walt Herzig, representing Approved _____
Lt. Governor Cherry

Member: Patrick F. Isom, representing Approved _____
Attorney General Cox

Others: Sherry Bond, Janet Rouse, Department of Management and Budget;
Mike Blackledge, Keith Brown, Connie Hanrahan, Amy Meldrum, Wayne
Roe, Jr., Betsy Steudle, Karen Watson, Department of
Transportation

There was no Department of Natural Resources agenda presented.

There was no Department of Environmental Quality agenda presented.

The Department of Transportation regular agenda was presented.

Retroactive letters were received from the Director of the Department
of Transportation, Kirk T. Steudle, regarding Items 5 and 36 of the
regular agenda.

Correspondence was received from the Director of the Department of
Transportation, Kirk T. Steudle, regarding an emergency contract for
\$874,148.13 with Posen Construction, Inc. to repair a retaining wall
on eastbound I-696 in Oakland County.

Following discussion, Mr. Isom moved that the Transportation regular
agenda be recommended to the State Administrative Board for approval
with Item 25 of the regular agenda withdrawn; Items 26 and 27 of the
regular agenda contingent upon approval by the Office of Commission
Audit; Items 60, 76, and 124 of the regular agenda contingent upon
receipt of the 10% over engineer's estimate letter. Supported by Mr.
Herzig, the motion was unanimously adopted.

Mr. Pavona adjourned the meeting.

AGENDA

DEPARTMENT OF TRANSPORTATION

TRANSPORTATION and NATURAL RESOURCES COMMITTEE STATE ADMINISTRATIVE BOARD

T&NR Meeting: March 12, 2008– Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 3:30 PM
State Administrative Board Meeting: March 18, 2008 – Lake Superior Room,
1st Floor, Michigan Library and Historical Center, 11:00 AM

This agenda is for general informational purposes only. At its discretion, the Transportation and Natural Resources Committee may revise this agenda and may take up other issues at the meeting.

CONTRACTS

1. **AERONAUTICS AND FREIGHT (Aeronautics) - Rehabilitation of Runway**

Contract (2008-0179) between MDOT and the City of Niles will provide federal and state grant funds for the rehabilitation of runway 32 (end) at the Jerry Tyler Memorial Airport in Niles, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$170,000. Source of Funds: FAA Funds (via block grant) - \$136,000; State Bond Funds - \$29,750; City of Niles Funds - \$4,250.

Criticality: The existing runway is in poor condition and in need of rehabilitation. This will reduce the potential for loose material to be ingested into jet engines, which could result in costly repairs or injury to ground personnel. Delaying the project could affect airport safety.

Purpose/Business Case: To provide for the rehabilitation of runway 32 (end).

Benefit: Will enhance airport safety.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Niles Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The construction was bid through MDOT and awarded to the lowest bidder. There were six bidders.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

2. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0180) between MDOT and the City of Niles will provide federal and state grant funds for the land acquisition costs of parcels E10 and E15 at the Jerry Tyler Memorial Airport in Niles, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$28,000. Source of Funds: FAA Funds (via block grant) - \$22,400; State Bond Funds - \$4,900; City of Niles Funds - \$700.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ). The property acquisitions will meet this federal requirement for safety. Delaying this project could risk non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs of parcels E10 and E15. The costs include easement acquisition and closing costs.

Benefit: Acquiring the property will enhance airport safety by allowing the airport to maintain an obstruction-free approach.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Niles Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant costs were reviewed by an MDOT real estate specialist for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 49120.

3. AERONAUTICS AND FREIGHT (Aeronautics) - Land Acquisition

Contract (2008-0189) between MDOT and the City of Grand Ledge will provide federal and state grant funds for the land acquisition costs for parcels 9 and 10 at the Abrams Municipal Airport in Grand Ledge, Michigan. This is a sub-grant issued pursuant to the conditions of the block grant given to MDOT by the Federal Aviation Administration (FAA). The contract will be in effect from the date of award through twenty years to comply with an FAA regulation that requires airports receiving federal funding for certain types of projects to remain fully operational for a period of twenty years. The airport sponsor will have from the date of award through three years to complete the project. The estimated project amount will be \$84,414. Source of Funds: FAA Funds (via block grant) - \$67,531; State Bond Funds - \$14,772; City of Grand Ledge Funds - \$2,111.

Criticality: All land acquisitions and easements are federally mandated to meet FAA safety requirements. It is required that all airports control the runway protection zones (RPZ). The property acquisitions will meet this federal requirement for safety. Delaying this project could risk non-compliance with FAA safety requirements.

Purpose/Business Case: To provide for the land acquisition costs for parcels 9 and 10. The costs will include an update of the Exhibit A property map, update of the environmental assessment, title, preliminary interviews, appraisals and appraisal reviews, negotiations, property survey, and easement cost.

Benefit: Acquiring the property will enhance airport safety by allowing the airport to maintain an obstruction-free approach.

Funding Source: 80% FAA Funds; 17.5% State Bond Funds; 2.5% City of Grand Ledge Funds.

Commitment Level: The contract is for a fixed cost.

Risk Assessment: If the contract is not awarded, the project may not proceed as planned, as the local sponsor cannot afford the cost without federal and state participation.

Cost Reduction: The consultant contracts were reviewed by MDOT personnel for appropriateness and further cost reductions.

Selection: N/A.

New Project Identification: This is a new project.

Zip Code: 48837.

4. HIGHWAYS – Railroad Force Account Work

Master Agreement (94-0801) between MDOT and Canadian National Railway Company (CN), dated July 5, 1994, will provide for improvements under job number 102788 to the crossing surface on Highway M-53 in Wayne County. The improvements include the removal and reconstruction of the at-grade crossing surface.

Estimated Funds:

Federal Highway Administration Funds	\$ 115,200
State Restricted Trunkline Funds	<u>\$ 12,800</u>
Total Funds	<u>\$ 128,000</u>

STR 82151 - 102788

Railroad Force Account Work

Criticality: The railroad work is required in the interest of public safety. This railroad work must be done in conjunction with the related roadway project being let in August 2008. Delaying the railroad work would stop the roadway work and result in additional payment to the contractor for the delay.

Purpose/Business Case: Enhanced crossing surface for maximum service life.

Benefit: Increased safety by providing a smoother crossing surface.

Funding Source: Federal Highway Administration Funds; State Railroad Grade Crossing Funds.

Commitment Level: 90% federal and 10% state; based on railroad estimate.

Risk Assessment: Lower probability of vehicle loss of control due to smoother crossing surface.

Cost Reduction: Improvements are on railroad property, and CN is doing the work. Estimate reviewed to make sure costs are reasonable and valid.

Selection: N/A.

New Project Identification: Improvements to existing railroad crossing.

Zip Code: 48212.

5. *HIGHWAYS - IDS Time Extension

Retroactive Amendatory Contract (97-0871/A1) between MDOT and Trauner Consulting Services, Inc., will change the effective date of the indefinite delivery of services (IDS) contract by 230 days (9 years, 280 days retroactive) to allow costs incurred before the original effective date of August 19, 1998, to be reimbursable. The consultant performed work under authorization (Z1) outside the contract term, as directed by the MDOT project manager. The original contract, which expired on December 31, 2002, provided for highway construction claims evaluation services to be performed on an as needed/when needed basis. The revised contract term will be January 1, 1998, through December 31, 2002. The maximum contract amount remains unchanged at \$500,000. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15 % City of Utica Funds.

This amendment is retroactive because the MDOT project manager directed the consultant to work before the contract was awarded. The consultant had been working since March 1997 on a project that involved two contracts and five authorizations. The consultant continued to perform the services in good faith under the direction of the MDOT project manager.

*Denotes a non-standard contract/amendment

Criticality: During the project closeout process, MDOT discovered that work was performed outside the term of the IDS contract. The consultant had been working since March 1997 on a project that involved two contracts and five authorizations. The consultant continued to perform the services in good faith under the direction of the MDOT project manager. Approval of this amendment will allow MDOT to close out all authorizations under the IDS contract. Therefore, it is in the best interest of the State of Michigan to move forward with this amendment and not to defer it until a later State Administrative Board agenda.

Purpose/Business Case: To retroactively change the effective date of the IDS contract by 230 days to allow costs incurred under authorization (Z1) before the original contract effective date of August 19, 1998, to be reimbursable. There will be no increase in costs.

Benefit: MDOT will be in compliance with standard contracting procedures and will be able to close out all authorizations under the IDS contract.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15 % City of Utica Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, MDOT will not be in compliance with standard contracting procedures and will not be able to close out all authorizations under the IDS contract.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48310.

6. HIGHWAYS - IDS University Research Services

Authorization Revision (Z6/R2) under Contract (2002-0546) between MDOT and Wayne State University will extend the authorization term by approximately six months to provide sufficient time for the university to complete the research services. Additional time is needed to allow the university to complete the development of an alternate methodology of predicting future bridge deterioration that may be more accurate than the present method. The original authorization provides for the enhancement of the MDOT Bridge Management System using Pontis software and Michigan-specific elements. The revised authorization term will be August 8, 2005, through September 30, 2008. The authorization amount remains unchanged at \$150,245. The contract term is September 12, 2003, through September 12, 2006, or until the last authorization has expired, whichever is longer. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: It is critical that MDOT maintain its network of bridges, making optimal use of limited bridge funding. At the heart of a bridge management system is modeling the deterioration of bridge elements over time. MDOT needs this project to better understand modeling of deterioration and to properly calibrate its own Bridge Management System. Authorization (Z6) needs to be extended to allow the university to complete the research services. Approval of this revision is critical because the original authorization will expire on March 31, 2008. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by approximately six months to provide sufficient time for the university to complete the research services.

Benefit: The research project will be able to be completed. The alternate methodology could be of great value to MDOT.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the research project will not be able to be completed, and the benefits of the research will not be available to MDOT.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision and for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

7. HIGHWAYS - IDS Time Extension

Amendatory Contract (2005-0137/A2) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the term of the indefinite delivery of services (IDS) contract by one year to provide sufficient time for the consultant to complete ongoing projects, including work under authorizations (Z7) and (Z8). The original contract provides for consultant engineering services to be performed on an as needed/when needed basis. No new authorizations will be issued under this IDS contract. The revised contract term will be April 5, 2005, through April 4, 2011. The maximum contract amount remains unchanged at \$4,000,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

The following two items are for revisions to authorizations issued under this IDS contract.

Criticality: If the IDS contract is not extended, authorizations issued under it cannot be extended as needed, including authorizations (Z7) and (Z8), and the design services under authorizations (Z7) and (Z8) will not be completed.

Purpose/Business Case: To extend the term of the IDS contract by one year to allow authorizations issued under it to be extended. This will provide sufficient time for the consultant to complete ongoing services, including work under authorizations (Z7) and (Z8). No new authorizations will be issued under this IDS contract.

Benefit: Will allow authorizations issued under this IDS contract to be extended, pending State Administrative Board approval, as applicable.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the consultant will not be able to complete ongoing work under authorizations (Z7) and (Z8).

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment and for original IDS contract.

New Project Identification: This is not a new project.

Zip Code: 48909.

8. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z7/R1) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project letting was moved to 2011. The original authorization provides for the performance of road design services for the rehabilitation of M-46 at M-13 intersection from Harris Street to Lincoln Street in the city of Saginaw, Saginaw County (CS 73051 - JN 80308C). The revised authorization term will be November 21, 2005, through April 4, 2011. The authorization amount remains unchanged at \$89,981.71. The contract term will be April 5, 2005, through April 4, 2011. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Authorization (Z7) needs to be extended to allow the consultant to complete the design services after the deferment period and to keep the project on schedule. The consultant was selected to design this rehabilitation project because of its expertise in underground utility design.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services after the deferment period.

Benefit: The design services can be completed.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48605.

9. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z8/R3) under Contract (2005-0137) between MDOT and Orchard, Hiltz & McCliment, Inc., will extend the authorization term by one year to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project letting was moved to 2011. The original authorization provides for the performance of road design services for the rehabilitation of M-13 from Hess Avenue to Court Street/Ezra Rust Avenue (north of M-46) in the city of Saginaw, Saginaw County (CS 73051 - JN 45909C). The revised authorization term will be November 4, 2005, through April 4, 2011. The authorization amount remains unchanged at \$511,121.74. The contract term will be April 5, 2005, through April 4, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Authorization (Z8) needs to be extended to allow the consultant to complete the design services after the deferment period and to keep the project on schedule. The consultant was selected to design this rehabilitation project because of its expertise in underground utility design.

Purpose/Business Case: To extend the authorization term by one year to provide sufficient time for the consultant to complete the design services after the deferment period.

Benefit: The design services can be completed.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the revision is not approved, the design services cannot be completed.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48605.

10. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z23/R1) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will extend the authorization term by three years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project was delayed during funding reallocation. The original authorization provides for the development of design plans for 8.5 miles of freeway sign upgrading along I-275 from I-75 north to the southern Wayne county line in Monroe County (CS 58171 - JN 084892C). The revised authorization term will be November 4, 2005, through April 4, 2011. The authorization amount remains unchanged at \$117,529.67. The contract term will be April 5, 2005, through April 4, 2011. Source of Funds: 100% Federal Highway Administration Funds.

*Denotes a non-standard contract/amendment

Criticality: Keeping the signing along the interstate highway up-to-date is a top priority for the Metro Region office. This project was delayed until 2010 in order to coordinate it with the I-75 Metro Region reconstruction project. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by three years to provide sufficient time for the consultant to complete the design services for the 8.5 miles of freeway sign upgrading along I-275.

Benefit: Will improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this revision is not approved, the consultant will not be able to complete the project work, safety issues will continue to arise, and safety assets may be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

11. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z24/R1) under Contract (2005-0166) between MDOT and Wilcox Professional Services, LLC, will extend the authorization term by three years to provide sufficient time for the consultant to complete the design services. The additional time is needed because the project was delayed during funding reallocation. The original authorization provides for the development of design plans for 32 miles of freeway sign upgrading along I-275 from the Monroe/Wayne county line north to the I-96/I-696 interchange, Wayne and Oakland Counties (CS 82291 - JN 084893C). The revised authorization term will be November 4, 2005, through April 4, 2011. The authorization amount remains unchanged at \$465,924.91. The contract term will be April 5, 2005, through April 4, 2011. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Keeping the signing along the interstate highway up-to-date is a top priority for the Metro Region office. This project was delayed until 2010 to coordinate it with the I-75 Metro Region reconstruction project. As a result, this revision cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the authorization term by approximately three years to provide sufficient time for the consultant to complete the design services for the 32 miles of freeway sign upgrading along I-275.

Benefit: Will improve public safety and preserve safety assets.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this extension is not approved, the consultant will not be able to complete the project work, safety issues will continue to arise, and safety assets may be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original authorization.

New Project Identification: This is not a new project.

Zip Code: 48909.

12. HIGHWAYS - Time Extension

Amendatory Contract (2006-0081/A1) between MDOT and Tetra Tech of Michigan, P.C., will extend the contract term by two years to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the construction engineering consultant to fulfill the required two seasons of construction contractor oversight of landscaping guarantees related to two major highways projects in Southfield, Oakland County. The original contract provides for the performance of full construction engineering services for the total reconstruction of M-10 (Lodge Freeway) from Lahser Road to Beck Road and for the total reconstruction and widening of the interchange at I-696 and Franklin Road. The revised contract term will be February 24, 2006, through May 1, 2010. The contract amount remains unchanged at \$4,546,381.69. Source of Funds: 77% Federal Highway Administration Funds, 21.34% State Restricted Trunkline Funds, and 1.19% City of Southfield (Act 51) Funds.

Criticality: It is critical that this time extension be approved at this time to allow the continuation of services for the final construction portions of two complex construction projects. The original contract will expire on May 1, 2008. As a result, this amendment cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To extend the contract term by two years to provide sufficient time for the consultant to complete the services. The additional time is needed to allow the construction engineering consultant to fulfill the required two seasons of construction contractor oversight of landscaping guarantees related to two major highways projects in Southfield, Oakland County.

Benefit: Will allow the consultant to continue to provide services at no additional cost.

Funding Source: 77% Federal Highway Administration Funds, 21.34% State Restricted Trunkline Funds, and 1.19% City of Southfield (Act 51) Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this amendment is not approved, the completion of the construction engineering services will be jeopardized and federal participation could be lost on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for amendment; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 48034.

13. HIGHWAYS - IDS University Research Services

Authorization (Z9) under Contract (2006-0412) between MDOT and The Regents of the University of Michigan (U of M) will provide for an evaluation of the effectiveness of the current connected vehicle program using the Vehicle Infrastructure Integration (VII) framework. This new project comes out of a partnership with Sweden as part of a memorandum of understanding signed by MDOT and Michigan Economic Development Corporation (MEDC) with the Swedish Road Administration and Vinnova, the Swedish national research agency, in January 2007. This project presents an opportunity to expand the MDOT VII program and attract international cooperation, business partners, and investment in the overall VII program in Michigan. The authorization will be in effect from the date of award through August 14, 2009. The authorization amount will be \$120,070.22. The contract term is from August 15, 2006, through August 14, 2009, or until work under the last authorization has been completed, whichever is longer. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Evaluating the effectiveness of the current connected vehicle program through the VII framework is critical to MDOT's evaluation of the long-term benefits of the VII program on MDOT planning and operations activities. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for an evaluation of the effectiveness of the current connected vehicle program using the VII framework. This project comes out of a partnership with Sweden as part of a memorandum of understanding signed by MDOT and MEDC with the Swedish Road Administration and Vinnova in January 2007. This project presents an opportunity to expand the MDOT VII program and attract international cooperation, business partners, and investment in the overall VII program in Michigan.

Benefit: The evaluation of the impacts of the VII program on origin-destination data sets will help MDOT in its long-range planning activities and may eliminate the need for costly future travel surveys. The services will help to improve the MDOT VII program, which has already generated over \$100 million in federal funding at a U.S. Department of Transportation test facility in Michigan, as well as interest from MEDC through the 21st Century Jobs Fund and many private corporations that are focusing their VII research and development activities in Michigan as a result.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: This project has resulted in the Swedish government making an investment at U of M in support of the overall VII program. If the services are not provided at this time, the Swedish funds invested in the U of M research program could be lost.

Cost Reduction: Costs in professional services contracts are based on an actual cost basis not to exceed the maximum contract amount. Hours are negotiated based on needed service.

Selection: N/A.

New Project Identification: This is a new research project.

Zip Code: 48128.

14. HIGHWAYS - IDS Engineering Services

Authorization Revision (Z12/R1) under Contract (2006-0466) between MDOT and Wilcox Professional Services, LLC, will provide for the performance of additional construction inspection and testing services and will increase the authorization amount by \$95,422.25. The additional services will include project administration, inspection, quality assurance testing, and preparation and documentation of project records. This work is a continuation of the same work issued under the original authorization. The original authorization provides for the performance of full construction inspection and testing services to be performed for I-196 from south of M-140 to south of 71st Street, Allegan and Van Buren Counties (CS 80013 - JN 60471A). The authorization term remains unchanged, April 19, 2007, through July 11, 2009. The revised authorization amount will be \$376,938.68. The contract term is July 12, 2006, through July 11, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Construction inspection, testing, and materials control for this bridge rehabilitation project are required by the Federal Highway Administration. MDOT needs the expertise of this consultant when the project resumes construction in April 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for additional construction inspection and testing services to be performed, including project administration, inspection, quality assurance testing, and preparation and documentation of project records.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: N/A for revision; qualifications-based for original contract.

New Project Identification: This is not a new project.

Zip Code: 49090.

15. HIGHWAYS - IDS Engineering Services

Authorization (Z11) under Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for the performance of traffic signal optimization services for 85 locations throughout the Grand Region (CS various - JN 101124C). The work items include the coordination and hosting of progress meetings, review of data collection, engineering evaluations, timing optimization, final project documentation, and development of a cost and benefit report. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$374,278.73. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 100% Federal Highway Administration Funds.

Criticality: Signal optimization is a critical method of relieving congestion on roadways without facility expansion. Signal optimization results in traffic flow improvements, cost saving to motorists, reduced vehicle emissions, and reduced numbers of accidents along the corridors. Therefore, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: This project will provide for the development of an updated corridor signal progression plan with optimized traffic signal operations along each corridor. Timing permits will be produced and follow-up analysis will be conducted. A safety analysis for each intersection will ensure that all aspects of crash improvement have been included, which will provide for a reduction in crash patterns within the corridors.

Benefit: Will reduce delays, travel time, fuel consumption, and pollutants and provide a safer driving environment.

Funding Source: 100% Federal Highway Administration Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, traffic congestion and users delays could result and federal funding could be lost. Corridors without signal progression have been shown to produce higher numbers of crashes than corridors with signal progression.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

16. HIGHWAYS - IDS Engineering Services

Authorization (Z12) under Contract (2006-0587) between MDOT and Orchard, Hiltz & McCliment, Inc., will provide for design services to be performed for the rehabilitation of M-43 from Rosemary Street to Coolidge Road, Ingham County (CS 33061 - JN 100215C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through September 5, 2009. The authorization amount will be \$164,975.31. The contract term is September 6, 2006, through September 5, 2009. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: This roadway rehabilitation project is scheduled to be let in September 2008. In order to meet the letting date, the design phase of the project must commence by late March 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of M-43 from Rosemary Street to Coolidge Road, Ingham County.

Benefit: Will improve pavement condition and drainage, enhance public safety, and provide a safer and more efficient roadway.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the services are not performed, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48912.

17. HIGHWAYS - IDS Engineering Services

Authorization (Z13) under Contract (2007-0587) between MDOT and HNTB Michigan, Inc., will provide for the performance of full construction engineering services for US-12 from Jonesville Road to Moscow Road, Hillsdale County (CS 30062 - JN 79567A). The work items include project administration, inspection, quality assurance testing, and preparation and documentation of project records. The authorization will be in effect from the date of award through June 18, 2010. The authorization amount will be \$390,137.03. The contract term is June 19, 2007, through June 18, 2010. Source of Funds: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Criticality: Proper construction engineering oversight is critical to ensure that projects are constructed according to MDOT plans and specifications and in a timely and cost effective manner. MDOT needs the experience and expertise of this consultant to ensure adequate engineering oversight and inspection during construction. This project is scheduled to begin in early May 2008. It will be necessary for the selected consultant to begin initial layout staking prior to the start of construction. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for the performance of full construction engineering services for US-12 from Jonesville Road to Moscow Road, Hillsdale County.

Benefit: Will provide for adequate project administration, inspection, and testing, as required by federal law, which will result in a high quality product. The services will ensure that requirements are met to satisfy state and federal guidelines for construction oversight and the administration of highway construction projects.

Funding Source: 81.85% Federal Highway Administration Funds and 18.15% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this authorization is not approved, the project may not have adequate construction engineering oversight, including inspection and testing, which could result in substandard work. Failure to provide the services outlined could result in the loss of federal participation on this and subsequent highway construction projects.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49250.

18. HIGHWAYS - IDS Engineering Services

Authorization (Z8) under Contract (2007-0677) between MDOT and Fishbeck, Thompson, Carr & Huber, Inc., will provide for as-needed office technician services to be performed for the Grand Rapids Transportation Service Center (TSC) service area in Kent and Ottawa Counties. The work will include the preparation of project records and documentation for assigned projects. The authorization will be in effect from the date of award through August 21, 2010. The authorization amount will be \$267,168.51. The contract term is August 22, 2007, through August 21, 2010. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

Criticality: The as-needed vendor office technician services will allow the Grand Rapids TSC to fulfill construction oversight needs that are required to ensure that all federal and state guidelines are being met so that federal funding is not jeopardized. As a result, this authorization cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for as-needed office technician services to be performed for the Grand Rapids TSC service area in Kent and Ottawa Counties. The work will include the preparation of project records and documentation for assigned projects.

Benefit: Will ensure that project documentation for the construction projects is up to current MDOT standards.

Funding Source: Federal Highway Administration Funds, State Restricted Trunkline funds, or local funds, depending on the particular project authorized.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: The risk of not approving these as-needed construction office technician services is that the Grand Rapids TSC will not have adequate office support to handle the project documentation, which could result in substandard work and the loss of federal funding.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49504.

19. HIGHWAYS - IDS Engineering Services

Authorization (Z18) under Contract (2007-0801) between MDOT and URS Corporation Great Lakes will provide for design services to be performed for the rehabilitation of I-96 from College Road to Meridian Road, Ingham County (CS 33084 - JN 84130C). The work items include preparing required plans, typical cross-sections, maintaining traffic plans, and pavement marking plans; performing surveys; and solving any problems that may arise during the design of the project. The authorization will be in effect from the date of award through September 30, 2010. The authorization amount will be \$417,150.29. The contract term is October 1, 2007, through September 30, 2010. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: This roadway rehabilitation project is scheduled to be let in October 2009. In order to meet the letting date, the design phase of the project must commence by late March 2008. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide for design services to be performed for the rehabilitation of I-96 from College Road to Meridian Road, Ingham County.

Benefit: Will improve pavement condition and drainage, enhance public safety, and provide a safer and more efficient roadway.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

*Denotes a non-standard contract/amendment

Risk Assessment: If the services are not performed, the pavement will continue to deteriorate; safety risks will continue; long-term maintenance, with its associated costs, will be required; and the strategy to improve the existing system and meet statewide condition goals will be jeopardized.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48864.

20. HIGHWAYS - Cost Participation for Trunkline Inspection Contract
Contract (2007-5749) between MDOT and the City of Lansing will provide for participation in the following improvements:

Construction engineering services required in order to accommodate the City sewer separation project at the following locations: along the northbound Highway I-96 business loop (BL) (Larch Street) between Michigan Avenue (Capitol Loop) and Grand River Avenue, along the eastbound Highway M-43/I-69BL (Saginaw Street) between Larch Street and Cleveland Street, along the Capitol Loop (Grand Avenue) between Allegan Street and Ottawa Street, on Walnut Street at the intersection of the westbound Capitol Loop (Ottawa Street), along the southbound Highway I-96BL (Cedar Street) between Grand River Avenue and Monroe Street, and along the Old Highway US-27 business route (North East Street) between Bates Street and Sheridan Road, including inspection of the affected roadways and adjacent right-of-way.

Estimated Funds:

City of Lansing Funds	<u>\$25,000</u>
Total Funds	<u>\$25,000</u>

M 33042 – 102337; Ingham County

No Letting

Criticality: Without this agreement, City construction could do damage to MDOT roadways.

Purpose/Business Case: To provide for reimbursement to MDOT for inspection of portions of a City of Lansing sewer separation project within MDOT right-of-way.

Benefit: Will provide for payment to MDOT for services rendered to the City.

Funding Source: City of Lansing Funds.

Commitment Level: 100% City of Lansing; based on estimate.

Risk Assessment: Without inspection, the City sewer project could do damage to MDOT roadways.

Cost Reduction: Reimbursement at actual cost. No cost to MDOT since funded 100 percent by City of Lansing.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48933.

21. HIGHWAYS - Participation for Local Agency Construction Contract
Contract (2007-5752) between MDOT and the City of Traverse City will provide for funding participation in the following construction improvements:

Construction of a non-motorized pedestrian bridge across the Boardman River in the vicinity of 10th Street and Hull Park and serving as a portion of the Traverse Area Recreational Trail system in Traverse City, Michigan.

Estimated Funds:

State Restricted Trunkline Funds	\$50,000
City of Traverse City Funds	\$ 0
Total Funds	<u>\$50,000</u>

28900; Grand Traverse County
Local Letting

Criticality: Delaying the project could jeopardize additional trail funding through a Michigan Department of Natural Resources (MDNR) Trust Fund Grant.

Purpose/Business Case: MDOT will be participating in the cost of the project in accordance with the 2006 State of Michigan Appropriations Bill, Section 637. Traverse City has been awarded a MDNR Trust Fund Grant to expand the Boardman River Trail, and this funding will be applied toward that project.

Benefit: This project, once completed, will extend the Boardman River Trail and will further the Traverse Area Recreational Trail network.

Funding Source: State Trunkline and Bridge Construction Funds.

Commitment Level: 100% state funds fixed in the amount of \$50,000.

Risk Assessment: Without this contract, MDOT cannot follow through on its intent to financially assist the City with this project, MDOT's relationship with the City may be compromised, and the project schedule will be adversely affected. They are anticipating the completion of this project as announced.

Cost Reduction: Cost fixed at \$50,000.

Selection: Low bid.

New Project Identification: This is a new project.

Zip Code: 49684.

22.-23. HIGHWAYS – Local Jobs Today Program Loans

The Local Jobs Today (LJT) Program is a state loan program intended to assist county road commissions (CRC), cities, and villages in financing transportation infrastructure improvements through projects approved for LJT matching grant funds. The LJT Program loan amount is equivalent to the estimated federal funding applicable to a project that is not currently available. When such federal funding is converted from “advance construction” to regular federal aid, this federal funding will be applied to any outstanding principal balance of the LJT loan. The loan will allow local agencies to proceed with the construction of their LJT-approved projects. The interest rate on each loan is 4 percent annually. The loan contracts will be in effect from the dates of award through either September 30, 2009, or September 30, 2010, depending on the expected date of availability of future federal aid. The projects listed below were scheduled for a fiscal year during or after the fiscal year beginning October 1, 2008, and are being advanced to the fiscal year that began October 1, 2007.

	<u>Contract</u>	<u>Job #</u>	<u>Agency</u>	<u>Description</u>	<u>LJT Loan</u>
22.	2007-7687	89606	City of Sault Ste. Marie	Hot mix asphalt paving work along West Easterday Avenue from Highway I-75 to Ashmun Street	\$324,000
23.	2008-8051	90013	Clinton CRC	Hot mix asphalt paving work along Wright Road from Price Road southerly approximately 0.5 miles	\$560,000

Criticality: These loans are offered under the LJT Program, which is part of a comprehensive economic plan to create jobs and stimulate Michigan’s economy, and are necessary for the local agencies to finance the associated construction of these transportation projects. Delaying these loans would delay the construction of these projects, thereby adversely affecting the goal of the LJT Program to stimulate the state’s economy.

Purpose/Business Case: To financially assist in roadway improvements under the LJT Program.

Benefit: Will support economic growth, reduce traffic congestion, and upgrade the state all-season road system.

Funding Source: State LJT loan funds.

Commitment Level: Draws from each loan are limited to a maximum amount based on the estimated amount of federal funding applicable to the project that is not currently available.

Risk Assessment: Without these loan contracts, the projects approved for LJT matching grant funds may not be able to be built.

Cost Reduction: Each loan will cover only costs for which the current estimated federal funding applicable to the project is not available.

Selection: N/A.

New Project Identification: Improvement of existing roadways.

Zip Code: 48909.

24. HIGHWAYS - IDS Engineering Services

Authorization (Z1) under Contract (2008-0052) between MDOT and TranSystems Corporation of Michigan will provide for the inspection of the bascule bridge on US-23 over the Cheboygan River in Cheboygan County and for the inspection of the bascule bridge on the I-94 business loop (BL) over the St. Joseph River in Berrien County (CS 84900 - JN 88484). The work items include inspection of the structural, mechanical, hydraulic, and electrical components of these movable bridges and the provision of a report. The authorization will be in effect from the date of award through December 3, 2010. The authorization amount will be \$187,680.79. The contract term is December 4, 2007, through December 3, 2010. Source of Funds: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Criticality: Detailed inspection of the mechanical, electrical, and structural components of MDOT movable bridges is critical to maintaining the bridges in safe working condition. Failure of any of these components could result in dangerous conditions for travelers and maintenance personnel.

Purpose/Business Case: To provide for the inspection of two bascule bridges: on US-23 over Cheboygan River and on the I-94 BL over St. Joseph River. The work items include inspection of the structural, mechanical, hydraulic, and electrical components of these movable bridges and the provision of a report.

Benefit: Will provide an assessment of the conditions of the mechanical and electrical components of the bridges. The final deliverable will be a detailed report that will be used to determine needed maintenance for the structures, which will increase the longevity of the bridges.

Funding Source: 80% Federal Highway Administration Funds and 20% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Not completing the periodic in-depth inspections for these moveable bridges would put the structures at risk for failure of the mechanical and electrical systems. This could result in long closures of the structures and unnecessarily expensive repairs.

Cost Reduction: Costs in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 49721 and 49022.

25. *HIGHWAYS – Development of 2010 Standard Specifications for Construction

Contract (2008-0138) between MDOT and Trauner Consulting Services, Inc., will provide for the development of a 2010 Standard Specifications for Construction for use by MDOT in conjunction with highway construction projects. The services will include assisting MDOT staff in formulating revised text, documenting all significant revisions, and producing the final standard specifications document ready for printing. The consultant will also work with MDOT staff to prepare a new edition of the Construction Manual and a Field Inspector's Pocket Guide and will assist in the preparation of presentation materials to allow MDOT to roll out the new specifications to the transportation construction industry throughout the state. The contract will be in effect from the date of award through March 31, 2011. The contract amount will be \$1,137,982.37. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The MDOT Standard Specifications for Construction and the Construction Manual are the primary source documents governing the administration of MDOT's road and bridge construction program. The standard specifications must be periodically revised in order to incorporate new contract award and administration requirements, construction methods, and construction materials specifications. The Construction Manual, which provides staff guidance on documentation and inspection practices required to ensure conformance with the standard specifications, must be revised each time the standard specifications are revised. The last time these documents were revised was in 2003. When complete, these will be issued as 2010 editions and will be in effect for seven to ten years. The expertise of the selected consultant is needed to work with and provide support services for MDOT staff and to recommend current best practices from other departments of transportation and the Federal Highway Administration.

Purpose/Business Case: The consultant will assist MDOT staff in formulating revised text, documenting all significant revisions, and producing the final standard specifications document for printing. The consultant will also work with MDOT staff to prepare a new edition of the Construction Manual and a Field Inspector's Pocket Guide and will assist in the preparation of presentation materials to allow MDOT to roll out the new specifications to the transportation construction industry throughout the state. Successful completion of this project will require that the consultant review existing MDOT documents pertaining to road and bridge construction, evaluate documentation by other state departments of transportation pertaining to road and bridge construction, evaluate current academic and commercial sources of information pertaining to construction materials specifications, and recommend additional best practices for consideration by MDOT.

Benefit: The manual will facilitate MDOT compliance with various statutes and permit requirements and will provide consistency in the roll out of the new specifications to the transportation construction industry throughout the state. Contracting for this service will allow the manual to be developed in a timely manner with input from MDOT staff, other stakeholders, and road and bridge construction experts.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If the manual is not revised, the current practice of incorporating the necessary changes to the specifications on a project-by-project basis will continue with its inherent statewide inconsistencies. This could result in higher construction costs for MDOT.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed service.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48909.

26. HIGHWAYS - IDS Engineering Services

Authorization (Z2) under Contract (2008-0168) between MDOT and HNTB Michigan, Inc., will provide for design services to be performed for the development of a biddable package delivery system for a Design-Build-Finance project for freeway reconstruction on I-69 in Lapeer and St. Clair Counties. The work items include preliminary project development; risk analysis; analysis of the project's legal, scheduling, and funding issues; and the preparation of contract documents, including technical requirements and standards. The authorization will be in effect from the date of award through March 3, 2011. The authorization amount will be \$849,989.59. The contract term is March 4, 2008, through March 3, 2011. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: Approval of this authorization will allow the consultant to begin early preliminary engineering for the development of Design-Build bidding documents for a roadway reconstruction project. This project is an innovative contracting pilot project intended to advance the project construction from fiscal year (FY) 2012 to FY 2008. There is limited time available to develop the bidding package in order to have significant construction work completed in 2008. Due to the time constraints, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide early preliminary engineering services for the development of Design-Build bidding documents for the reconstruction of 5.75 miles of Highway I-69 in Lapeer and St. Clair Counties. This project was scheduled for fiscal year 2012 and is being advanced to FY 2008. The project's finance component will provide for the contractor to pay for the project's construction costs and be reimbursed by MDOT in the future after the construction work is completed, either through a lump sum payment or through multiple payments.

Benefit: This authorization will allow the project to move forward so that improvements to ride quality, congestion, and safety can be made in 2008. Advancing this project will provide an opportunity to stimulate Michigan's economy in 2008.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however the number of hours to perform this work has been estimated.

Risk Assessment: Without these services, the construction of the project would be delayed until a future year, and an opportunity to stimulate Michigan's economy with this project in FY 2008 would be lost.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48104.

27. HIGHWAYS - IDS Engineering Services

Authorization (Z3) under Contract (2008-0168) between MDOT and HNTB Michigan, Inc., will provide for early preliminary engineering services for the development of a biddable package delivery system for a Design-Build-Finance project for a building demolition and bridge replacement on M-21 over I-75 in Genesee County. The work items include preliminary project development; risk analysis; analysis of the project's legal, scheduling, and funding issues; and the preparation of contract documents, including technical requirements and standards. The authorization will be in effect from the date of award through March 3, 2011. The authorization amount will be \$289,982.90. The contract term is March 4, 2008, through March 3, 2011. Source of Funds: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Criticality: Approval of this authorization will allow the consultant to begin early preliminary engineering for the development of Design-Build bidding documents for a bridge replacement and building demolition project. This project is an innovative contracting pilot project intended to advance the project from fiscal year (FY) 2011 to FY 2008. There is limited time available to develop the bidding package in order to have significant construction work completed in FY 2008. Due to the time constraints, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: To provide early preliminary engineering services for the development of Design-Build bidding documents for the demolition of a building and the replacement of the structure that carries Highway M-21 over Highway I-75 in Genesee County. This project was originally scheduled for construction in FY 2011 and is being advanced to FY 2008. The project's finance component will provide for the contractor to pay for the project's construction costs and be reimbursed by MDOT in the future after the construction work is completed, either through a lump sum payment or through multiple payments.

Benefit: This authorization will allow the project to move forward so that improvements to ride quality, congestion, and safety can be made in 2008. Advancing this project will provide an opportunity to stimulate Michigan's economy in 2008.

Funding Source: 90% Federal Highway Administration Funds and 10% State Restricted Trunkline Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: Without these services, the construction of the project would be delayed until a future year, and an opportunity to stimulate Michigan's economy with this project in FY 2008 would be lost.

Cost Reduction: Costs in professional service contracts are based on an actual cost plus fixed fee basis, not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project.

Zip Code: 48502.

28. HIGHWAYS - IDS Engineering Services

Contract (2008-0173) between MDOT and Gould Engineering, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

29. HIGHWAYS - IDS Engineering Services

Contract (2008-0177) between MDOT and T.Y. Lin International Great Lakes, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

30. HIGHWAYS - IDS Engineering Services

Contract (2008-0186) between MDOT and Villa Environmental Consultants, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$50,000, and the maximum amount of any authorization will be \$50,000. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

31. HIGHWAYS - IDS Engineering Services

Contract (2008-0187) between MDOT and PM Environmental, Inc., will provide for services for which the consultant is prequalified to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$4,000,000, and the maximum amount of any authorization will be \$1,000,000. Authorizations over \$100,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

32. *HIGHWAYS (Maintenance) - Reduce Contract Amount, Increase MDOT Share

Amendatory Contract (2003-0251/A1) between MDOT and the Otsego County Road Commission will reduce the contract amount and will increase the MDOT share. The contract amount will be reduced by \$43,558.08 as the actual cost to build the chemical storage facility was lower than anticipated. MDOT's percentage of the costs of building the chemical storage facility will increase from 35 percent to 100 percent based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period. (MDOT used the facility in its entirety during the five-year period.) The original contract provides for the construction of a concrete wall bulk chemical storage facility for the storage of bulk chemicals to be used on state trunkline highways and county roads in Otsego County. The revised contract amount will be \$576,441.92. The contract term remains unchanged, June 9, 2003, through November 29, 2009. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: The amendment will decrease the contract amount to the actual costs of building the chemical storage facility and will increase MDOT's share of the costs to 100 percent, based on actual usage during a five-year period. The chemical storage facility is essential to the operation and maintenance of state trunkline highways in Otsego County.

Purpose/Business Case: To decrease the contract amount to the actual costs of building the chemical storage facility and to increase MDOT's share of the costs to 100 percent, based on actual usage during a five-year period.

Benefit: The contract will be updated to reflect actual cost and usage.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: The contract is a cost-sharing agreement whereby the respective percent of shared cost is based on an estimated volume of materials to be processed through the facility. MDOT's final cost was determined based on the actual pro rata share of the material volume (tonnage) processed through the facility over a five-year period.

Risk Assessment: If the amendment is not approved, the contract will not reflect actual costs and usage.

Cost Reduction: Construction of the chemical storage facility was monitored to prevent the use of trunkline funds for any unnecessary work or expenditures.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49735.

33. HIGHWAYS (Maintenance) - IDS Maintenance Services

Authorization (Z1) under Contract (2006-0145) between MDOT and Seaway Painting, Inc., will provide for blast cleaning of structural steel members painted with lead-based paints under the pedestrian bridge at Lakeport State Park on M-25. The work items include blast cleaning a total area of 1873 square feet of structural steel and controlling traffic. The authorization will be in effect from the date of award through April 25, 2008. The authorization amount will be \$33,158.50. The contract term is January 26, 2007, through January 26, 2012. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the steel beams would be subject to rust, which would weaken the bridge and create a safety hazard. Blast cleaning of structural steel on bridges is necessary to protect the integrity of the beams.

Purpose/Business Case: To provide for blast cleaning of structural steel members painted with lead-based paints under the pedestrian bridge at Lakeport State Park on M-25.

Benefit: Will prevent rust on steel beam supports on the bridge.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: If this authorization is not approved, the project will not be completed and rust could erode the steel support structures on the bridge and undermine its integrity.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is not a new project.

Zip Code: 48150.

34. HIGHWAYS (Real Estate) - IDS Real Estate Services

Contract (2008-0185) between MDOT and Farmers National Company will provide for all aspects of technical, appraisal, acquisition, and property management services for the Real Estate Division to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years. The maximum contract amount will be \$500,000, and the maximum amount of any authorization will be \$90,000. Source of Funds: Federal Highway Administration Funds, State Restricted Trunkline Funds, or local funds, depending on the particular project authorized.

35. *INTERNATIONAL BRIDGE ADMINISTRATION – Bridge Deck Study

Contract (2008-0165) between the International Bridge Administration and Hardesty & Hanover, LLP, will provide for the performance of a bridge deck study for the International Bridge, Sault Ste. Marie, Chippewa County, to determine the condition of the bridge deck and provide recommendations and alternatives for deck rehabilitation or replacement (CS 17034 - JN M00218). The work items will include visual inspection and chaining of the wearing surface, an infrared thermography study, coring, and testing. The contract will be in effect from the date of award through January 1, 2009. The contract amount will be \$222,985.85. Source of Funds: 100% International Bridge Administration Toll Revenue Funds.

Criticality: It is critical to ascertain the condition of the concrete deck of the International Bridge in order to facilitate future planning. The existing concrete deck is the original deck that was constructed in 1962 and was milled and resurfaced between 1996 and 1998. Annual inspections of the bridge and deck indicate that a full deck replacement may be necessary. As a result, this contract cannot be deferred until a later State Administrative Board agenda.

Purpose/Business Case: The study will provide comprehensive inspection and testing to map, quantify, and qualify the extent of the deck deterioration. The work items will include visual inspection and chaining of the wearing surface, an infrared thermography study, coring, and on-site and off-site testing.

Benefit: Will provide detailed information about the condition of the bridge deck and recommendations and alternatives for future rehabilitation and/or replacement to enable the International Bridge Administration to administer and maintain the bridge in safe operating condition.

Funding Source: 100% International Bridge Administration Toll Revenue Funds.

Commitment Level: The hourly costs are fixed; however, the number of hours to perform this work has been estimated.

Risk Assessment: If this contract is not approved, the existing deck condition will not be known and the International Bridge Administration will not be able to plan its deck rehabilitation strategy.

Cost Reduction: Cost in professional services contracts are based on an actual cost plus fixed fee basis not to exceed the contract maximum amount. Hours are negotiated based on needed services.

Selection: Qualifications-based.

New Project Identification: This is not a new project

Zip Code: 49783.

36. *PASSENGER TRANSPORTATION - Increase Scope, Extend Term

Retroactive Amendatory Contract (96-0819/A9) between MDOT and the Federal Railroad Administration (FRA) will extend the contract term by one year (78 days retroactive) to provide sufficient time for the installation of a 220 MHz radio system and for the performance of additional services for the completion of activities required to support the Incremental Train Control System (ITCS) implementation, including the verification and validation (V & V) of the project needed to reduce anomalies and meet FRA standards. The V & V is a vital part of the project that will provide the FRA with the certification needed to allow the National Railroad Passenger Corporation (Amtrak) to increase speeds to 110 miles per hour (mph). When the V & V is completed, Amtrak will be allowed to extend the ITCS territory without duplication of previous testing. The original contract provides federal funding for the demonstration of a high-speed positive train control project on a segment of the federally-designated Detroit-Chicago High-Speed Rail Corridor. This project is undertaken in an effort to increase safety and decrease travel times on the high-speed rail corridor. The revised contract term will be March 3, 1995, through December 31, 2008. This amendment is retroactive as it was not received from the FRA until February 12, 2008. The contract amount remains unchanged at \$39,758,349. Source of Funds: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds -\$4,461,000; and General Electric Transportation Systems Global Signaling (General Electric) Funds - \$4,916,569.

Criticality: Approval of this amendment is critical because without the time extension, the ITCS project will not be completed, causing a waste of the time and money already spent to construct and test the system. If the project is not completed, MDOT will not be allowed to increase speed to 110 mph, and the system will not be expanded.

Purpose/Business Case: This amendment will provide for the installation of the radio system needed to meet FRA requirements and the completion of the V & V audit and testing for FRA approval of train speeds of 110 mph.

Benefit: The completion of the ITCS implementation, partnered by MDOT, Amtrak, General Electric, and the FRA, will provide Michigan with the second fastest rail corridor in the United States. Upon certification by the FRA and MDOT, Amtrak will be able to expand the ITCS boundaries on other segments of the corridor without duplicating prior testing. This is a first of its kind system with the potential to revolutionize high-speed rail travel and increase safety.

Funding Source: FRA Funds - \$19,430,012; State Restricted Comprehensive Transportation Funds - \$10,950,768; Amtrak Funds - \$4,461,000; and General Electric Funds - \$4,916,569.

Commitment Level: The contract amount remains unchanged and the contract term will be extended by one year under this amendment.

Risk Assessment: If this amendment is not approved, the ITCS project will not be completed and implemented. The V & V segment must be completed to obtain FRA approval for train speeds of 110 mph.

Cost Reduction: A completed, validated, and FRA-approved ITCS system will dramatically reduce the per-mile cost for future installations of the positive control train system that will be required for train speeds in excess of 79 mph in other areas of Michigan and the country. Completion of this work will eliminate costly testing for future expansions.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 48909.

37. PASSENGER TRANSPORTATION – Section 5311 Capital Program

Project Authorization Revision (Z3/R1) under Master Agreement (2007-0170) between MDOT and the Bay Area Transportation Authority (BATA), in Grand Traverse and Leelanau Counties, will add a line item for bus shelters; will move \$24,000 from the facility improvements line item to fund the new line item, including \$4,800 in toll credits; and will reduce state matching funds by \$6,000. The facility improvements line item was originally intended to complete items in BATA's transfer facility; however, BATA had money remaining in older grants to cover the majority of the work and, therefore, unexpended funds remain in the facility improvements line item. The revision is requested to provide for the construction of needed bus shelters along the fixed route bus system to protect passengers from inclement weather in the Grand Traverse and Leelanau County areas. The original authorization provides state matching funds for BATA's FY 2007 Section 5311 Nonurbanized Area Formula Capital and Surface Transportation Program grant. The authorization term remains unchanged, September 12, 2007, through September 11, 2010. The revised authorization amount will be \$81,500. Toll credits in the amount of \$14,800 will be allocated as match for the bus shelters and bus equipment purchases. The term of the master agreement is from October 1, 2006, until the last obligation between the parties has been fulfilled. The master agreement includes authorizations for program years FY 2007 through FY 2011. Source of Funds: Federal Transit Administration (FTA) Funds - \$80,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,500.

Criticality: This revision will provide for the construction of needed bus shelters along the fixed route bus system to protect passengers from inclement weather in the Grand Traverse and Leelanau County areas.

Purpose/Business Case: To add a line item for bus shelters, to move \$24,000 from the facility improvements line item, including \$4,800 in toll credits to the new bus shelters line item, and to decrease state matching funds by \$6,000.

Benefit: Increased public safety through improved transportation infrastructure.

Funding Source: FTA Funds - \$80,000; FY 2007 State Restricted Comprehensive Transportation Funds - \$1,500.

Commitment Level: Authorization amount is based on cost estimates.

Risk Assessment: The risk of not approving this authorization is the loss of federal funds.

Cost Reduction: Grant amount is determined by the FTA and is not negotiated.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49684.

38. *PASSENGER TRANSPORTATION – Renewal/Extension
Amendatory Contract (2007-0363/A1) between MDOT and the Berrien County Road Commission (CRC) will renew the contract and extend the contract term by seven months to provide sufficient time for the CRC to complete the project. Due to complications in receiving an easement from the National Railroad Passenger Corporation (Amtrak) and environmental concerns with the Department of Natural Resources (DNR), the project was delayed too long to be bid and completed by the original expiration date. The original contract provided for the elimination of the at-grade crossing of Batten Road in Galien Township and included all costs associated with the removal of the existing grade crossing materials and warning devices. This project is part of a continuing program to eliminate grade crossings in an effort to increase speeds and decrease travel times on the federally-designated high-speed rail corridor from Detroit to Chicago. The revised contract term will be from February 16, 2007, through September 30, 2007, and from the date of award of this amendment through September 30, 2008. No costs will be incurred between the expiration date of the original contract and the date of award of this amendment. The contract amount remains unchanged at \$170,000. Source of Funds: Federal Highway Administration (FHWA) Funds - \$170,000.

Criticality: Approval at this time is critical to allow the CRC to continue with the public grade crossing closure and significantly increase motorist and train safety.

Purpose/Business Case: To renew the contract and extend the contract term by seven months to provide sufficient time for the CRC to eliminate the at-grade crossing of Batten Road in Galien Township.

Benefit: The elimination of a public at-grade crossing on the high-speed corridor will reduce the possibility of a car/train crash at this location with little inconvenience to property owners.

Funding Source: FHWA Funds - \$170,000.

Commitment Level: Contract amount is based on cost estimates.

Risk Assessment: If the contract is not renewed and extended, the opportunity to close a public road and grade crossing on the high-speed rail corridor will be lost. High-speed trains are currently operating at 95 miles per hour (mph) in selected areas, with speeds of 110 mph expected in 2008.

Cost Reduction: The costs have been reviewed by MDOT's Bus Acquisition and Intercity Transportation Section and found to be reasonable for the required work.

Selection: N/A.

New Project Identification: This is not a new project.

Zip Code: 49023.

39. TRANSPORTATION PLANNING - IDS University Research Services
Contract (2008-0188) between MDOT and Grand Valley State University will provide for research services to be performed on an as needed/when needed basis. The contract will be in effect from the date of award through three years or until the last authorization has been completed, whichever is longer. The maximum contract amount will be \$1,000,000, and the maximum amount of any authorization will be \$500,000. Authorizations over \$25,000 will be submitted to the State Administrative Board for approval. Source of Funds: Federal, Restricted State, or local funds, depending on the particular project authorized.

SUBCONTRACTS

40.	J & J Contracting	Low Bid:	\$ 85,937.99
	980 West Buchanan Road	Engineer's Estimate:	\$112,772.79
	Ithaca, MI 48847	Over / Under:	- 23.8%

Description of Work: Guardrail Upgrade

Approval is requested to authorize the Calhoun County Road Commission to award a subcontract for guardrail upgrade on approximately 8.67 miles of M-311 (11 Mile Road) in Calhoun County. The project was advertised, and seven bids were received. The lowest bidder was selected. The subcontract will be in effect from the date of award through September 30, 2008. Source of Funds: 100% State Restricted Trunkline Funds.

Criticality: If this service is not performed, the structural integrity of the guardrails will continue to deteriorate rapidly.

Purpose/Business Case: This contract will provide for guardrail upgrade on approximately 8.67 miles of M-311 (11 Mile Road) in Calhoun County.

Benefit: Will provide for a safer driving for the public.

Funding Source: 100% State Restricted Trunkline Funds.

Commitment Level: This contract is based on low bid. In cases of necessity, extra work and overruns may be authorized by MDOT without prior approval of the State Administrative Board (SAB) pursuant to the requirements of the SAB resolution.

Risk Assessment: The upgrade of the guardrails on this roadway will create a safer route for travelers.

Cost Reduction: The project was competitively bid and advertised; the low bidder was selected.

Selection: Low bid.

New Project Identification: This is routine maintenance and not a new project.

Zip Code: 48847.

STATE PROJECTS

- 6.15 mi of reconstruction of mainline and interchange ramps including drainage, culvert, guardrail, sign replacement, and rehabilitation work on 5 structures on I-94 from Allington Road to Gratiot Avenue, St. Clair County. This project includes two 5 year materials and workmanship pavement warranties and a 2 year bridge painting warranty.

BIDDER	ORIGINAL A	AS-CHECKED A	
John Carlo, Inc.	\$ 26,982,050.87	Same	1
**			
Dan's Excavating, Inc.	\$ 28,380,517.16	Same	2
Angelo Iafrate Construction Company	\$ 29,030,074.65	Same	3
Six-S, Inc.	\$ 28,996,872.56	Same	4
Interstate Highway Construction	\$ 32,891,526.25	Same	5
DeAngelis Landscape, Inc.			
C. A. Hull Co., Inc.			
E. C. Korneffel Co.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			

BIDDER	ORIGINAL A+Lane Rental	AS-CHECKED A+Lane Rental
John Carlo, Inc.	\$ 28,126,850.87	Same
**		
Dan's Excavating, Inc.	\$ 29,428,717.16	Same
Angelo Iafrate Construction Company	\$ 30,630,074.65	Same
Six-S, Inc.	\$ 30,732,233.56	Same
Interstate Highway Construction	\$ 35,233,926.25	Same
DeAngelis Landscape, Inc.		
C. A. Hull Co., Inc.		
E. C. Korneffel Co.		
Fisher Contracting Company		
Ajax Paving Industries, Inc.		

NOTE: The ORIGINAL A+Lane Rental bid received determined the low bid.
The ORIGINAL A bid reflects the actual contract price.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Programs focus on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

76906A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

79047A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

79059A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

79533A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48079.

42. LETTING OF MARCH 07, 2008
 PROPOSAL 0803002
 PROJECT NH 56044-60433, ETC
 LOCAL AGRMT. 07-5688
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 19, 2012

ENG. EST.
 \$ 30,697,512.84

LOW BID
 \$ 29,741,947.97

% OVER/UNDER EST.
 -3.11 %

13.29 mi of concrete pavement rubblization and bituminous resurfacing including crossover construction and safety improvements on US-10 from west of the Sanford Lake bridge to east of the Midland/Bay County line and replacement, rehabilitation and preventive maintenance of 7 bridges, Midland County. This project includes two 5 year materials and workmanship pavement warranties.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fisher Contracting/Central Asphalt	\$ 29,741,947.97	Same	1 **
Saginaw Asphalt Paving Company	\$ 30,666,572.53	Same	2
D.J. McQuestion & Sons, Inc.	\$ 30,889,063.33	Same	3
Davis Construction, Inc.	\$ 32,103,685.29	Same	4
Milbocker and Sons, Inc.			
Anlaan Corporation			
C. A. Hull Co., Inc.			
Rieth-Riley Construction Co., Inc.			
Ajax Paving Industries, Inc.			
M & M Excavating Co., Inc.			
Hardman Construction, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of bridge and road preservation. The Road and Bridge Programs focus on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

60433A	
Federal Highway Administration Funds	81.85 %
City of Midland	1.16 %
State Restricted Trunkline Funds	16.99 %
83737A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
89614A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
89621A	
Federal Highway Administration Funds	81.85 %
City of Midland	2.04 %
State Restricted Trunkline Funds	16.11 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48657.

43. LETTING OF MARCH 07, 2008
 PROPOSAL 0803003
 PROJECT IM 63022-05892, ETC
 LOCAL AGRMT.
 START DATE - 3 days after award
 COMPLETION DATE - SEPTEMBER 19, 2009

ENG. EST. \$ 20,856,859.63
 LOW BID \$ 19,431,250.44
 % OVER/UNDER EST. -6.84 %

1.06 mi of concrete widening and intersection reconstruction, grading and drainage structure adjustments, new bridge lighting and mast arm signals, permanent pavement markings and signs on I-96 at Wixom Road and on Wixom Road from south of Grand River Avenue to north of I-96 in the cities of Novi and Wixom, Oakland County. This project includes a 5 year materials and workmanship pavement warranty.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 19,431,250.44	Same	1 **
Six-S, Inc.	\$ 19,916,377.43	Same	2
Posen Construction, Inc.	\$ 20,409,021.21	Same	3
C. A. Hull Co., Inc.	\$ 20,456,397.60	Same	4
Angelo Iafrate Construction Company	\$ 21,462,477.92	Same	5
Tony Angelo Cement Construction Co.			
Hardman Construction, Inc.			
Ajax Paving Industries, Inc.			
John Carlo, Inc.			
Anlaan Corporation			
Walter Toebe Construction Co.			
E. C. Korneffel Co.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business: This project will reconstruct I-96 Interchange at Wixom Road as a Single Point Urban Interchange (SPUI) and replace Wixom Road Bridge (S05 of 63022). Construct culvert (C04-63022) under Ramp F in order to maintain access to an AT&T communications hut. This project will also reconstruct the intersection of Grand River Avenue and Wixom Road to match interchange cross-section at the I-96 and Wixom Road. This project also includes drainage and traffic and safety improvements at intersection of Wixom Road and Grand River Avenue to north of the interchange.

Benefit: With the construction of the new interchange configuration, this project will provide safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with improved access to the Wixom and Novi metropolitan areas.

Funding Source:

05892A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
60083A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%
87934A		
Federal Highway Administration Funds	80.00	%
State Restricted Trunkline Funds	20.00	%
87938A		
Federal Highway Administration Funds	90.00	%
State Restricted Trunkline Funds	10.00	%

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the numerous federal, state and local agencies, the surrounding communities and SEMCOG may be compromised. They are anticipating the completion of this project as announced. If the construction of I-96 at Wixom Road Project is not completed, federal funds must be returned because earlier phases of this project utilized federal funds.

Cost Reduction: With the construction of I-96 at Wixom Road Project, initial maintenance costs will be greatly reduced within the project limits. Our customers will benefit with greatly reduced user delay costs, improved traffic operations and safer trunkline access.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48393.

44.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803004	\$ 6,513,900.35	\$ 6,478,330.45
	PROJECT NH 64014-75075		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 28, 2008		
	COMPLETION DATE - MAY 11, 2009		-0.55 %

3.99 mi of asphalt stabilized crack relief layer with two course hot mix asphalt overlay, shoulder trenching and widening, extension of acceleration lanes, concrete joint repairs, drainage improvements, and safety upgrades on US-31 from the north end of the Winston Road interchange ramps northerly to the north end of the M-20 interchange ramps, Oceana County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

	BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 6,478,330.45		Same	1 **
Michigan Paving & Materials Co.	\$ 7,824,543.22		Same	2
Aggregate Industries-Central Region				

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Road Preservation Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

75075A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49446.

45.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803005	\$ 11,656,557.86	\$ 10,896,739.95
	PROJECT ST 23812-75222, ETC		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - APRIL 16, 2008		
	COMPLETION DATE - SEPTEMBER 20, 2010		-6.52 %

9.25 mi of hot mix asphalt cold milling and overlay, concrete rubblizing, intersection improvements, drainage improvements, and bridge widening and removal on Old US-27 (Lansing Road) from I-69 to west of Guinea Road in the cities of Charlotte and Potterville, Eaton County. This project includes two 5 year materials and workmanship pavement warranties and a 2 year bridge painting warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 10,896,739.95	Same	1
**			
Aggregate Industries-Central Region	\$ 12,736,374.26	Same	2
Michigan Paving & Materials Co.	\$ 13,640,077.25	\$ 13,639,532.00	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of Bridge and Road preservation program and The Congestion Mitigation and Air Quality program. The Bridge and Road Program focuses on repairing the worst roads and bridges first and extending the life of other identified roads and bridges to keep them in good condition. The Congestion Mitigation and Air Quality (CMAQ) Program funds transportation projects that will contribute to attainment or maintenance of the National Ambient Air Quality Standards (NAAQS) for ozone and carbon monoxide. Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users also allows CMAQ funding to be expended in particulate matter(PM) non-attainment and maintenance areas.

Benefit: MDOT attempts to maximize the benefits of road and bridge preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition.

Funding Source:

75222A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
84031A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %
87134A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network and bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public. Loss of federal funds and continued non-attainment in air quality.

Cost Reduction: Less congestion and reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48876.

46. LETTING OF MARCH 07, 2008
 PROPOSAL 0803006
 PROJECT EBSL 38051-100266
 LOCAL AGRMT.
 START DATE - SEPTEMBER 02, 2008
 COMPLETION DATE - MAY 11, 2009

ENG. EST.
 \$ 349,558.96

LOW BID
 \$ 348,753.98

% OVER/UNDER EST.
 -0.23 %

0.83 mi of cold milling and single course resurfacing including replacement of sidewalk ramps on M-106 and Old M-106 from I-94BL to Ganson Street in the city of Jackson, Jackson County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 348,753.98	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 379,646.20	Same	2
C & D Hughes, Inc.	\$ 385,667.52	Same	3
Michigan Paving & Materials Co.	\$ 416,457.15	Same	4
L Squared Construction, LLC.	\$ 443,061.00	Same	5
Nashville Construction Company	\$ 459,731.58	Same	6
Eastlund Concrete Construction			
Bailey Excavating, Inc.			
Barrett Paving Materials, Inc.			
Robert L. Johnson Construction			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100266A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49201.

47. LETTING OF MARCH 07, 2008
 PROPOSAL 0803029
 PROJECT NH 63043-89896
 LOCAL AGRMT. 07-5654
 START DATE - 10 days after award
 COMPLETION DATE - JUNE 28, 2008

ENG. EST.	LOW BID
\$ 1,141,550.63	\$ 764,542.53
% OVER/UNDER EST.	
	-33.03 %

0.28 mi of concrete and hot mix asphalt weave lane and road construction, guardrail, drainage, signals and existing Adams Road bridge removal in the cities of Rochester Hills and Auburn Hills, Oakland County. This project includes a 5 year materials and workmanship pavement warranty.

25.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 764,542.53	Same	1 **
John Carlo, Inc.	\$ 812,807.46	Same	2
B & V Construction, Inc.	\$ 885,150.20	Same	3
Posen Construction, Inc.	\$ 909,477.82	Same	4
C. A. Hull Co., Inc.	\$ 924,718.18	Same	5
Angelo Iafrate Construction Company	\$ 925,201.00	Same	6
Tri-Valley Landscaping, Inc.	\$ 1,005,697.32	Same	7
ABC Paving Company	\$ 1,013,763.74	Same	8
Cadillac Asphalt, LLC.	\$ 1,180,547.69	Same	9
Tony Angelo Cement Construction Co.			
Novak Construction			
L.J. Construction, Inc.			
Fisher Contracting Company			
Ajax Paving Industries, Inc.			
Zito Construction Co.			
Ron Bretz Excavating, Inc.			
DiPonio Contracting L.L.C.			
Abbott Construction, Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business: This project is to finish what was left as part of Phase II construction of the Relocated Adams Road/New Interchange project. This project is to remove the Adams Road over M-59 bridge and build two cul-de-sacs on existing Adams Road (north and south of M-59) and reconnect the new Adams Road (which has been built east of existing Adams Road) with the existing Adams Road. This project also includes the completion of the continuous merge-weave lanes between Adams Road and Squirrel Road.

Benefit: This interchange was part of a package of projects connected with the relocation of Chrysler's word headquarters and provides access to that facility. The relocation of Adams Road by the Road Commission for Oakland County was completed in 2006. The removal of the old Adams Road Bridge, the completion of the continuous merge-weave lane between Adams Road and Squirrel Road, drainage and traffic and safety improvements will provide safer and improved traffic flow. The initial maintenance costs will be reduced within the project limits. There should be a significant economic benefit to the area with improved traffic flow in the Rochester Hills and Auburn Hills area of Oakland County.

Funding Source:

89896A

Federal Highway Administration Funds	81.74 %
City of Rochester Hills	1.83 %
State Restricted Trunkline Funds	16.43 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the communities in the Rochester Hills and Auburn Hills area may be compromised. They are anticipating the completion of this project as announced.

Cost Reduction: With the construction of this new facility, initial maintenance costs will be greatly reduced along this corridor. Our customers will benefit with a greatly reduced user delay costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 48089.

48. LETTING OF MARCH 07, 2008
 PROPOSAL 0803030
 PROJECT STH 26012-84172
 LOCAL AGRMT.
 START DATE - APRIL 14, 2008
 COMPLETION DATE - AUGUST 18, 2008

ENG. EST.
 \$ 831,463.53

LOW BID
 \$ 799,080.82

% OVER/UNDER EST.
 -3.89 %

0.60 mi of widening for center left turn lane including hot mix asphalt cold milling and paving, storm sewer, access control and curb and gutter work on M-18 from First Street northerly to the north city limits at Clendening Road in the city of Gladwin, Gladwin County.

7.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Porath Contractors, Inc.	\$ 799,080.82	Same	1 **
Katterman Trucking, Inc.	\$ 818,280.72	Same	2
L.J. Construction, Inc.	\$ 823,697.68	Same	3
Tri-Valley Landscaping, Inc.	\$ 837,690.18	Same	4
Meylan Excavating, Inc.	\$ 845,166.85	Same	5
Crawford Contracting, Inc.	\$ 847,497.78	Same	6
3-S Construction, Inc.	\$ 868,658.69	Same	7
Champagne and Marx Excavating, Inc.	\$ 877,148.81	Same	8
CJ's Excavating Septic Service	\$ 897,695.09	Same	9
Cadwell Brothers Construction Comp	\$ 908,234.43	Same	10
Rieth-Riley Construction Co., Inc.	\$ 1,047,127.71	Same	11
Lee Wood Contracting, Inc.	\$ 1,077,605.58	Same	12
A. J. Rehms & Son, Inc.			
D.J. McQuestion & Sons, Inc.			
Rohde Brothers Excavating, Inc.			
Central Michigan Contracting, Inc.			
Saginaw Asphalt Paving Company			
M & M Excavating Co., Inc.			
Fisher Contracting Company			
Bolen Asphalt Paving, Inc.			
Central Asphalt, Inc.			
Cordes Excavating, Inc.			

12 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

84172A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48624 Region-wide.

49.	LETTING OF MARCH 07, 2008 PROPOSAL 0803031 PROJECT STT 62015-60571 LOCAL AGRMT. START DATE - APRIL 14, 2008 COMPLETION DATE - JUNE 01, 2011	ENG. EST. \$ 6,209,474.28	LOW BID \$ 4,670,781.91	% OVER/UNDER EST. -24.78 %
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7.45 mi of hot mix asphalt surface removal and resurfacing, trenching for hot mix asphalt shoulders, culvert replacements, peat excavation, hot mix asphalt reconstruction for vertical curve correction, and safety upgrades on M-20 from Catalpa Avenue eastward to Cottonwood Avenue, Newaygo County. This project includes a 5 year materials and workmanship pavement warranty

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
D.J. McQuestion & Sons, Inc.	\$ 4,670,781.91	Same	1 **
M & M Excavating Co., Inc.	\$ 4,767,397.50	Same	2
Milbocker and Sons, Inc.	\$ 4,877,806.40	Same	3
C & D Hughes, Inc.	\$ 5,223,663.70	Same	4
Kamminga & Roodvoets, Inc.	\$ 5,631,271.95	Same	5
Nashville Construction Company	\$ 5,786,950.55	Same	6
Rieth-Riley Construction Co., Inc.	\$ 5,924,215.59	Same	7
Schippers Excavating, Inc.	\$ 6,762,427.31	Same	8
Dykema Excavators, Inc.			
CJ's Excavating Septic Service			
Nagel Construction, Inc.			
Rohde Brothers Excavating, Inc.			
L.J. Construction, Inc.			
Fisher Contracting Company			
Aggregate Industries-Central Region			
Michigan Paving & Materials Co.			
Elmer's Crane & Dozer, Inc.			
Hallack Contracting, Inc.			
Diversco Construction Company Inc.			
Wadel Stabilization, Inc.			

8 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT and Newaygo County have agreed to transfer the jurisdiction of County Road B-88 (Baseline Road) to MDOT, and M-20 to Newaygo County. This transaction will properly assign jurisdiction to the routes involved. As part of the agreement, MDOT will rehabilitate the "new" M-20 within five (5) years after the transfer becomes official. Widening of shoulders necessary to meet current standards and safety upgrades needed to meet current roadside safety standards are included in this project.

Benefit: Allows cities, villages, counties, and MDOT to properly assign (and re-assign) jurisdiction to routes that apparently have inappropriate ownership. This will improve coordination and reduce related administrative responsibilities. This construction contract will provide a safer and improved traffic flow. With the reconstruction of this facility, initial maintenance costs will be greatly reduced on this route.

Funding Source:

Source of Funds:

60571A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationship with Newaygo County would be compromised and MDOT would be breaking the terms of a previously agreed to contract.

Cost Reduction: With the reconstruction of this facility, initial maintenance costs will be greatly reduced on this route. Our customers will benefit with a greatly reduced user delay costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49349, 49421

50. LETTING OF MARCH 07, 2008
 PROPOSAL 0803033
 PROJECT BHT 23092-89640
 LOCAL AGRMT.
 START DATE - JULY 11, 2008
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST.
 \$ 844,151.68

LOW BID
 \$ 725,678.11

% OVER/UNDER EST.
 -14.03 %

Thin epoxy overlay, expansion joint and approach slab replacement, structural steel repair, pin and hanger replacement and complete painting on M-99 over the Grand River, Eaton County. This project includes a 2 year bridge painting warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 725,678.11	Same	1 **
C. A. Hull Co., Inc.	\$ 785,917.96	Same	2
Midwest Bridge Company	\$ 817,615.31	Same	3
Anlaan Corporation	\$ 838,395.41	Same	4
Posen Construction, Inc.	\$ 887,695.40	Same	5
L.W. Lamb, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

89640A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48821.

51. LETTING OF MARCH 07, 2008
 PROPOSAL 0803034
 PROJECT STE 48042-75466, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 26, 2008

ENG. EST.
 \$ 2,954,826.71

LOW BID
 \$ 3,007,773.92

% OVER/UNDER EST.
 1.79 %

6.82 mi of hot mix asphalt base crushing and shaping with three course hot mix asphalt overlay, cold milling with two course hot mix asphalt overlay, placement of culvert end sections, shoulder gravel, concrete curb and gutter, permanent pavement markings, and approach work on M-28 east of M-123 easterly to west of County Road 393 in Pentland Township, Luce County. This project includes a 5 year materials and workmanship pavement warranty.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 3,007,773.92	Same	1 **
Payne & Dolan, Inc.	\$ 3,054,430.45	Same	2
Bacco Construction Company	\$ 3,297,124.95	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of Road Preservation and Enhancement. The Road Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

102374A	
Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	20.00 %
75466A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49868.

52. LETTING OF MARCH 07, 2008
 PROPOSAL 0803035
 PROJECT BRI 11015-55904, ETC
 LOCAL AGRMT.
 START DATE - MARCH 31, 2008
 COMPLETION DATE - SEPTEMBER 26, 2009

ENG. EST.	LOW BID
\$ 10,226,913.87	\$ 10,167,787.00
% OVER/UNDER EST.	
	-0.58 %

5.00 mi of hot mix asphalt resurfacing, bridge approach pavement reconstruction, temporary crossover construction, guardrail upgrade, culvert replacement, and signing on I-94 from Kruger Road to south of Three Oaks Road and two structure replacements on I-94 over the Galien River, Berrien County. This project includes two 3 year pavement performance warranties.

A 2008 highway preventive maintenance project.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 10,168,187.00	\$ 10,167,787.00	1 **
Milbocker and Sons, Inc.	\$ 10,945,253.43	Same	2
Hardman Construction, Inc.	\$ 10,964,009.69	Same	3
Anlaan Corporation			
Michigan Paving & Materials Co.			
C. A. Hull Co., Inc.			
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported by two programs: MDOT's Bridge Preservation Program and the Capital Preventive Maintenance Program. MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition. The Capital Preventive Maintenance Program's intent is to preserve the structural integrity and extend the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that prioritize projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges. The treatments expected for this project will delay future deterioration and maintain, or improve, the functional condition of the system resulting in longer pavement surface life; delaying the need for more expensive rehabilitation, or reconstruction treatments.

Funding Source:

55904A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

74948A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Deterioration of the existing State trunkline bridges causing increased risk of injury/accidents to the motoring public. Increased vehicle and road construction maintenance.

Cost Reduction: Reduced roadway and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 49117.

53.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803037	\$ 395,653.84	\$ 362,474.86
	PROJECT IM 41027-51882		
	LOCAL AGRMT. 07-5746		% OVER/UNDER EST.
	START DATE - MAY 25, 2008		
	COMPLETION DATE - JULY 25, 2008		-8.39 %

Deep concrete overlay, joint replacement, sidewalk patching, substructure repair and approach work on Scribner Avenue over I-196 eastbound in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 362,474.86	Same	1 **
Anlaan Corporation	\$ 438,873.61	Same	2
Midwest Bridge Company	\$ 527,109.31	Same	3
C. A. Hull Co., Inc.	\$ 547,987.70	Same	4
L.W. Lamb, Inc.			
Rahm Industrial Services, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

51882A

Federal Highway Administration Funds	90.00 %
City of Grand Rapids	1.22 %
State Restricted Trunkline Funds	8.78 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49503.

54. LETTING OF MARCH 07, 2008
 PROPOSAL 0803038
 PROJECT NH 38111-88487, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 14, 2008

ENG. EST.
 \$ 2,829,696.95

LOW BID
 \$ 2,979,280.10

% OVER/UNDER EST.
 5.29 %

9.19 mi of hot mix asphalt cold milling and single course overlay with joint repairs, shoulder widening, guardrail upgrades and construction of a concrete pad for portable, intermittent truck scale on US-127 northbound shoulder from south of White Road northerly to Loomis Road and from US-223 northerly to Ayres Road, Hillsdale, Jackson, and Lenawee Counties. This project includes a 3 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 2,979,280.10	Same	1 **
Michigan Paving & Materials Co.	\$ 3,433,470.72	Same	2
Gerken Paving, Inc.	\$ 3,586,116.49	Same	3
Ajax Paving Industries, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program and the Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

101198A	
Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %
88487A	
State Restricted Trunkline Funds	100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 46101.

55. LETTING OF MARCH 07, 2008
 PROPOSAL 0803039
 PROJECT IMG 82191-84709
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 15, 2008

ENG. EST.	LOW BID
\$ 1,408,464.89	\$ 1,321,798.37
% OVER/UNDER EST.	
	-6.15 %

13.27 mi of freeway sign upgrading along I-75 from Sibley Road to Clark Street in the cities of Taylor, Southgate, Allen Park, Lincoln Park, Melvindale and Detroit, Wayne County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Highway Service Co., Inc.	\$ 1,321,798.37	Same	1 **
Midwest Bridge Company	\$ 1,347,635.50	Same	2
Action Traffic Maintenance, Inc.	\$ 1,418,778.24	Same	3
J & J Contracting, Inc.			
Trans Tech Electric, L.P.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

84709A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48912.

56. LETTING OF MARCH 07, 2008
 PROPOSAL 0803040
 PROJECT NH 49022-79549, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.	LOW BID
\$ 1,218,825.48	\$ 1,217,236.58
% OVER/UNDER EST.	
	-0.13 %

5.58 mi of hot mix asphalt cold milling, resurfacing, and single course overlay with intermittent cold milling and wedging to modify rates of superelevation, shoulder gravel, miscellaneous guardrail improvements, construction of safety sloped culvert end sections, and reconstruction on US-2 beginning west of Boucha Road to the westerly spring point of Borgstrom Road and the westerly driveway at the Naubinway rest area, Mackinac County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,217,236.58	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 1,262,401.60	Same	2
Bacco Construction Company	\$ 1,332,069.87	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program and the Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

79549A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

M10876

State Restricted Trunkline Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 49762.

57.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803041	\$ 4,724,402.28	\$ 4,146,089.62
	PROJECT STE 04032-74862, ETC		
	LOCAL AGRMT. 07-5704		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2008		-12.24 %

1.90 mi of hot mix asphalt reconstruction, signal replacement, safety and drainage improvements, concrete curb and gutter, bike path, and center left turn lane construction on US-23 from 11th Avenue to north of French Road in the city of Alpena, Alpena County. This project includes a 5 year materials and workmanship pavement warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cordes Excavating, Inc.	\$ 4,146,089.62	Same	1 **
M & M Excavating Co., Inc.	\$ 4,819,273.04	Same	2
Lee Wood Contracting, Inc.			
Bolen Asphalt Paving, Inc.			
Rieth-Riley Construction Co., Inc.			
Rohde Brothers Excavating, Inc.			
D.J. McQuestion & Sons, Inc.			
L.J. Construction, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of Road Preservation and Enhancement. The Road Program focuses on repairing the worst roads first and extending the life of other identified roads to keep them in good condition. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. The Enhancement program allows cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

102321A

City of Alpena	23.28 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	56.00 %
State Restricted Trunkline Funds	20.72 %

74862A

City of Alpena	3.09 %
Federal Highway Administration Funds	79.56 %
State Restricted Trunkline Funds	17.35 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced safety, and increased vehicle maintenance and operational costs to the motoring public and if funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Reduced roadway maintenance costs and reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Rehabilitation and enhancement.

Zip Code: 49707.

58. LETTING OF MARCH 07, 2008
 PROPOSAL 0803042
 PROJECT EBSL 50061-86812, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2008

ENG. EST.
 \$ 895,559.95

LOW BID
 \$ 869,369.10

% OVER/UNDER EST.
 -2.92 %

Replace existing tower lighting at the interchanges of I-696 and Mound Road and M-59 and Opdyke Road in the cities of Warren and Pontiac, Macomb and Oakland Counties.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rauhorn Electric, Inc.	\$ 869,369.10	Same	1 **
Posen Construction, Inc.	\$ 881,013.74	Same	2
Metropolitan Power & Lighting, Inc.	\$ 891,905.00	Same	3
J. Ranck Electric, Inc.	\$ 907,957.78	Same	4
Motor City Electric Utilities Co.	\$ 999,944.54	Same	5
Alpha Electric, Inc.	\$ 1,086,697.34	Same	6
Trans Tech Electric, L.P.			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business: Freeway lighting is provided to improve the motoring public's nighttime visibility. This program was established to rehabilitate MDOT's existing freeway lighting systems.

Benefit: To improve the safety of the motoring public and to reduce on-going maintenance costs.

Funding Source:

86812A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

86813A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The relationships with the local agencies may be compromised. They are anticipating the completion of this project as announced. If the construction of these projects is not completed, federal funds must be returned because earlier phases of these projects utilized federal funds.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 49442.

60.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803044	\$ 125,700.24	\$ 253,121.25
	PROJECT M 17032-100458		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 03, 2008		101.37 %

0.45 mi of cold milling, resurfacing and microsurfacing on I-75BS from the Power Canal to Portage Avenue in the city of Sault Ste. Marie, Chippewa County. This project includes a 2 year and a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED
Payne & Dolan, Inc.	\$ 253,121.25	Same 1 **
Rieth-Riley Construction Co., Inc.	\$ 254,547.00	Same 2
Bacco Construction Company		

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100458A

State Restricted Trunkline Funds	100	%
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49783.

61. LETTING OF MARCH 07, 2008
 PROPOSAL 0803046
 PROJECT STG 84916-101262
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2008

ENG. EST.
 \$ 1,196,383.35

LOW BID
 \$ 1,298,313.18

% OVER/UNDER EST.
 8.52 %

Application of permanent pavement markings including longitudinal lines and non-freeway centerline and shoulder corrugations, Livingston, Monroe, and Washtenaw Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R.S. Contracting, Inc.	\$ 1,298,313.18	Same	1 **
P.K. Contracting, Inc.	\$ 1,309,257.52	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

101262A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48105.

62.	LETTING OF MARCH 07, 2008 PROPOSAL 0803048 PROJECT NH 30062-79567, ETC LOCAL AGRMT. START DATE - MAY 01, 2008 COMPLETION DATE - MAY 01, 2009	ENG. EST. \$ 4,018,862.81	LOW BID \$ 4,372,600.95
			% OVER/UNDER EST.
			8.80 %

18.69 mi of hot mix asphalt cold milling and resurfacing, miscellaneous pavement repairs, drainage, guardrail upgrades, signals and ultra-thin and one-course overlay on US-12 from east of the village limits of Jonesville northeasterly to Moscow Road and from the Branch County line easterly to the west village limits of Jonesville in the village of Allen, Hillsdale and Branch Counties. This project includes a 5 year materials and workmanship pavement warranty, a 3 year and a 2 year pavement performance warranty.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Aggregate Industries-Central Region	\$ 4,372,600.95	Same	1 **
Gerken Paving, Inc.	\$ 4,387,043.99	Same	2
Michigan Paving & Materials Co.	\$ 4,420,707.89	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is a combination of MDOT's Road Preservation Program and the Capital Preventive Maintenance Program to preserve the structural integrity and extend the service life of the State Trunkline system. The Capital Preventive Maintenance Program will apply the planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: MDOT attempts to maximize the benefits of road preservation by using an asset management philosophy to develop programs that are prioritized based on such factors as traffic volume, cost/benefit, ride quality, pavement condition, safety, user savings, maintenance savings, and condition. In addition, the treatments applied by the preventive maintenance program to retard future deterioration and maintain, or improve, the functional condition of the system, will result in longer pavement surface life delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100279A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

79567A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline network, reduced risk of injury/accidents due to existing surface conditions, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance and rehabilitation.

Zip Code: 49250.

63.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803049	\$ 564,362.43	\$ 574,805.63
	PROJECT STE 45011-87917, ETC		
	LOCAL AGRMT. 08-5007		% OVER/UNDER EST.
	START DATE - AUGUST 18, 2008		
	COMPLETION DATE - SEPTEMBER 19, 2009		1.85 %

0.45 mi of cold milling and surfacing with streetscape and drainage improvements on M-22 from south of Michigan Street to north of Phillips Street in the village of Empire, Leelanau County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Elmer's Crane & Dozer, Inc.	\$ 574,805.63	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 649,308.00	Same	2
CJ's Excavating Septic Service	\$ 649,499.42	Same	3
Eastlund Concrete Construction	\$ 787,803.57	Same	4
D.J. McQuestion & Sons, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is supported in combination of The Capital Preventive Maintenance Program and the Transportation Enhancement Program. The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system. The Transportation Enhancement Program is included in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users, which sets aside funding for transportation enhancement activities and defines allowable enhancement activities. These funds cannot be used to build or repair roads.

Benefit: These treatments will delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments. Its goal is to allow cities, villages, counties, MDNR, and MDOT to use a source of federal funds to improve the transportation infrastructure in Michigan by funding "non-traditional" transportation projects.

Funding Source:

87917A

Village of Empire	17.60 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	71.90 %
State Restricted Trunkline Funds	10.50 %

90189A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions. Loss of federal funds. If funds are not used under the enhancement guidelines, they are redistributed to other states for additional enhancement activities in those states.

Cost Reduction: Lower vehicle maintenance costs. Wide-ranging due to the various enhancement activities allowed in the program. Reduces the need to use traditional transportation funding sources for these activities.

Selection: Low bid.

New Project Identification: Maintenance and enhancement.

Zip Code: 49630.

64. LETTING OF MARCH 07, 2008
 PROPOSAL 0803050
 PROJECT BHI 70024-102185
 LOCAL AGRMT.
 START DATE - AUGUST 04, 2008
 COMPLETION DATE - OCTOBER 04, 2008

ENG. EST.
 \$ 392,329.64

LOW BID
 \$ 337,136.72

% OVER/UNDER EST.
 -14.07 %

Pin and hanger replacement, joint replacement, deck
 patching, substructure repairs, cross frame replacement, and
 zone painting on Adams Road and 88th Avenue over I-196,
 Ottawa County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 337,136.72	Same	1 **
Midwest Bridge Company	\$ 352,920.43	Same	2
Rahm Industrial Services, Inc.	\$ 388,786.22	Same	3
L.W. Lamb, Inc.	\$ 409,200.42	Same	4
Anlaan Corporation	\$ 418,603.80	Same	5
C. A. Hull Co., Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

102185A

Federal Highway Administration Funds 80.00 %

State Restricted Trunkline Funds 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49423.

65. LETTING OF MARCH 07, 2008
 PROPOSAL 0803052
 PROJECT STR 27041-81315
 LOCAL AGRMT.
 START DATE - MAY 27, 2008
 COMPLETION DATE - JULY 12, 2008

ENG. EST.
 \$ 281,287.14

LOW BID
 \$ 235,661.54

% OVER/UNDER EST.
 -16.22 %

Railroad crossing replacement at 2 locations on M-28 at Canadian National Railway east of Wakefield and at Canadian National Railway east of Bergland, Gogebic and Ontonagon Counties.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Smith Paving, Inc.	\$ 235,661.54	Same	1 **
Musson Bros., Inc.	\$ 236,364.36	Same	2
Yalmer Mattila Contracting, Inc.	\$ 241,483.35	Same	3
Sera Excavating, LLC.	\$ 253,212.81	Same	4
Bacco Construction Company	\$ 280,787.15	Same	5
A. Lindberg & Sons, Inc.			
Snowden, Inc.			
Angelo Luppino, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Railroad Crossing Program facilitates the reconstruction of the crossing approach surface resulting in a safe and improved crossing. The program coordinates work to be performed in conjunction with the track reconstruction performed by the Railroad Company.

Benefit: Treatments increase vehicle safety and improve rideability for the motoring public.

Funding Source:

81315A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of damage to vehicles and increased complaints from the motoring public. Loss of dedicated federal funding for grade crossings due to underutilization.

Cost Reduction: Reduced incidents of car/train accidents and vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Reconstruction.

Zip Code: 49912.

66. LETTING OF MARCH 07, 2008
 PROPOSAL 0803053
 PROJECT ST 21041-100478
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008

ENG. EST.
 \$ 1,550,207.92

LOW BID
 \$ 1,398,950.65

% OVER/UNDER EST.
 -9.76 %

16.40 mi of hot mix asphalt overlay and cold milling on
 M-183 from south of Fayette State Park northerly to US-2
 in the village of Garden, townships of Garden and Fairbanks,
 Delta County. This project includes a 2 year and a 3 year
 pavement performance warranty.

A 2008 highway preventive maintenance project.

3.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 1,398,950.65	Same	1 **
Bacco Construction Company	\$ 1,422,800.15	Same	2
Rieth-Riley Construction Co., Inc.			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100478A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49835.

67. LETTING OF MARCH 07, 2008
 PROPOSAL 0803054
 PROJECT STG 84917-101292
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - DECEMBER 01, 2008

ENG. EST.
 \$ 2,188,004.02

LOW BID
 \$ 2,113,654.13

% OVER/UNDER EST.
 -3.40 %

Permanent pavement markings and rumble strips on various trunkline routes, St. Clair, Macomb, Oakland, and Wayne Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
R.S. Contracting, Inc.	\$ 2,113,654.13	Same	1 **
P.K. Contracting, Inc.	\$ 2,165,908.56	Same	2

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

101292A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48060 Region-wide.

68. LETTING OF MARCH 07, 2008
 PROPOSAL 0803055
 PROJECT MER 41027-102215
 LOCAL AGRMT.
 START DATE - MARCH 21, 2008
 COMPLETION DATE - MAY 15, 2008

ENG. EST.
 \$ 278,403.16

LOW BID
 \$ 259,952.30

% OVER/UNDER EST.
 -6.63 %

Bridge rehabilitation consisting of substructure repairs, joint replacement, and maintaining traffic on two bridges on US-131 northbound ramp to I-196 westbound in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rahm Industrial Services, Inc.	\$ 259,952.30	Same	1 **
J. Slagter & Son Construction Co.	\$ 290,846.82	Same	2
Anlaan Corporation	\$ 373,040.73	Same	3
Midwest Bridge Company	\$ 462,175.04	Same	4
C. A. Hull Co., Inc.	\$ 463,405.73	Same	5
L.W. Lamb, Inc.			

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

102215A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49504.

69. LETTING OF MARCH 07, 2008
 PROPOSAL 0803069
 PROJECT NHG 33081-85233
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 05, 2008

ENG. EST.
 \$ 75,537.00

LOW BID
 \$ 47,695.27

% OVER/UNDER EST.
 -36.86 %

7.20 mi of non-freeway signing upgrades on I-96BL from I-96 to Cedar Street in the city of Lansing, Clinton and Ingham Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Sterling Sign Co. Inc.	\$ 47,695.27	Same	1 **
Action Traffic Maintenance, Inc.	\$ 64,242.89	Same	2
J & J Contracting, Inc.	\$ 66,074.84	Same	3
Give 'em A Brake Safety	\$ 68,629.07	Same	4
Trans Tech Electric, L.P.	\$ 82,322.30	Same	5
J. Ranck Electric, Inc.	\$ 136,050.97	Same	6
Highway Service Co., Inc.			
Midwest Bridge Company			

6 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

85233A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Sign upgrade.

Zip Code: 48837.

70. LETTING OF MARCH 07, 2008
 PROPOSAL 0803070
 PROJECT EBSL 51031-90203
 LOCAL AGRMT.
 START DATE - MAY 19, 2008
 COMPLETION DATE - 16 working days

ENG. EST.
 \$ 591,551.80

LOW BID
 \$ 500,406.78

% OVER/UNDER EST.
 -15.41 %

15.60 mi of overband crack filling and chip sealing on
 M-22 from north of US-31 northerly to south of Glovers Lake
 Road, Manistee County. This project includes a 2 year
 pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Fahrner Asphalt Sealers, LLC.	\$ 500,406.78	Same	1 **
Superior Chip Sealing & Maintenance	\$ 515,677.00	Same	2
Michigan Pavement Solutions LLC	\$ 544,609.27	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

90203A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49675.

71.	LETTING OF MARCH 07, 2008 PROPOSAL 0803071 PROJECT EBSL 67022-90202 LOCAL AGRMT. START DATE - SEPTEMBER 08, 2008 COMPLETION DATE - 10 working days	ENG. EST. \$ 490,237.41	LOW BID \$ 531,597.90
			% OVER/UNDER EST.
			8.44 %

4.81 mi of cold milling and hot mix asphalt resurfacing on US-10 from west of M-66 to west of the east Osceola County line and on M-66 from north of 4 Mile Road northerly to US-10, Osceola County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 531,597.90	Same	1 **
Elmer's Crane & Dozer, Inc.	\$ 553,310.60	Same	2
Central Asphalt, Inc.	\$ 559,418.05	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

90202A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49679.

72. LETTING OF MARCH 07, 2008
 PROPOSAL 0803073
 PROJECT BHT 76011-89641
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 15, 2008

ENG. EST.
 \$ 338,057.61

LOW BID
 \$ 305,077.42

% OVER/UNDER EST.
 -9.76 %

Epoxy overlay, deck patching, pin and hanger replacement, cleaning and coating structural steel joint replacement, and maintaining traffic on M-52 over the Maple River, Shiawassee County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 305,077.42	Same	1 **
Midwest Bridge Company	\$ 316,381.30	Same	2
Anlaan Corporation	\$ 322,396.21	Same	3
C. A. Hull Co., Inc.	\$ 336,461.87	Same	4
L.W. Lamb, Inc.	\$ 342,304.00	Same	5

5 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

89641A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48867.

73. LETTING OF MARCH 07, 2008
 PROPOSAL 0803074
 PROJECT EBSL 14032-90360
 LOCAL AGRMT.
 START DATE - JUNE 09, 2008
 COMPLETION DATE - AUGUST 22, 2008

ENG. EST. \$ 1,097,846.58
 LOW BID \$ 1,121,393.98
 % OVER/UNDER EST. 2.14 %

6.95 mi of hot mix asphalt cold milling and overlay on M-62 from the north village limits of Cassopolis northwesterly to the east city limits of Dowagiac, Cass County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 1,121,393.98	Same	1 **
Michigan Paving & Materials Co.	\$ 1,126,614.88	Same	2
Aggregate Industries-Central Region	\$ 1,477,977.68	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

90360A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49031.

74. LETTING OF MARCH 07, 2008
 PROPOSAL 0803076
 PROJECT IM 82194-100118, ETC
 LOCAL AGRMT.
 START DATE - 10 days after award
 COMPLETION DATE - JULY 14, 2008

ENG. EST. \$ 1,436,527.57
 LOW BID \$ 1,144,162.61
 % OVER/UNDER EST. -20.35 %

10.49 mi of concrete pavement restoration, concrete joint resealing, and spall repair on I-75 south of Dix Toledo Highway to the Rouge River Bridge in the cities of Allen Park, Lincoln Park, Detroit, Melvindale, Taylor, and Southgate, Wayne County.

A 2008 highway preventive maintenance project.

6.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Six-S, Inc.	\$ 1,144,162.61	Same	1 **
Florence Cement Company	\$ 1,296,857.31	Same	2
Kelcris Corporation	\$ 1,385,040.99	Same	3
Snowden, Inc.	\$ 1,471,187.55	Same	4
Causie Contracting, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100118A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %
100122A	
Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Zip Code: 48146.

0.10 mi of landscaping at Marshall Rest Area on westbound I-94, Calhoun County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
United Lawnscape, Inc.	\$ 89,471.80	Same	1 **
Site Management Services, Inc.	\$ 106,376.19	Same	2
Anderson-Fischer & Associates, Inc.	\$ 117,349.95	Same	3
HTA Companies, Inc.	\$ 123,695.35	Same	4
Chapman's Nursery & Landscape, Inc.	\$ 135,909.34	Same	5
County Line Nurseries & Landscaping	\$ 140,466.80	Same	6
Expo Landscaping, Inc.	\$ 141,769.06	Same	7
Diane Dukes, Inc.	\$ 150,202.50	Same	8
Marine City Nursery Company	\$ 153,023.80	Same	9
Michigan Highway Contracting, Inc.	\$ 190,030.02	Same	10

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Benefit: The benefit of this project will provide stabilization and prevent future deterioration of the roadside. The enhancements of this project will create visual and economic benefit in the surrounding area. Not only will the improvements add color and texture, the roadside landscape will provide noise buffering, physiological barriers, and decrease pollution odor levels.

Funding Source:

100604A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

101413A

Federal Highway Administration Funds	80.00 %
(Transportation Enhancement Funds)	
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: Projects such as wetland mitigation, visual screening, and noise abatement are requirements from other regulating agencies and mandated that MDOT perform these acts as part of our environmental review process. Failure to perform some projects may prevent other projects from moving forward.

Cost Reduction: Specific projects, such as evergreen planting to slow blowing snow across roadways in specific areas, can reduce maintenance.

Selection: Low bid.

New Project Identification: Enhancement.

Zip Code: 49068.

76.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803079	\$ 354,227.90	\$ 409,246.10
	PROJECT EBSL 35021-89068		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 08, 2008		
	COMPLETION DATE - OCTOBER 03, 2008		15.53 %

Deep overlay, joint replacement, minor concrete patching, and complete painting of superstructure and substructure elements on M-55 over Hope Creek, Iosco County. This project includes a 2 year bridge painting warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 409,246.10	Same	1 **
Posen Construction, Inc.	\$ 439,785.29	Same	2
Midwest Bridge Company	\$ 450,610.32	Same	3
Anlaan Corporation	\$ 530,390.16	Same	4
L.W. Lamb, Inc.			
C. A. Hull Co., Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

89068A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 48763.

77.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803080	\$ 447,525.08	\$ 448,908.22
	PROJECT EBSL 08032-102362		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JULY 28, 2008		
	COMPLETION DATE - AUGUST 22, 2008		0.31 %

1.68 mi of hot mix asphalt cold milling, overlay, and upgrading of sidewalk ramps and guardrail on M-37 (Middleville Road) north of Adams Road to the centerline of Finkbeiner Road in the village of Middleville, Barry County. This project includes a 3 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Michigan Paving & Materials Co.	\$ 448,908.22	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 499,421.70	Same	2
Aggregate Industries-Central Region	\$ 561,941.07	Same	3

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

102362A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48333.

78.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803083	\$ 169,451.20	\$ 77,049.60
	PROJECT NH 65041-90213		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - JUNE 02, 2008		
	COMPLETION DATE - JUNE 27, 2008		-54.53 %

4.69 mi of hot mix asphalt crack treatment on I-75 northbound and southbound from Cook Road northerly to Ski Park Road, Ogemaw County. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 77,049.60	Same	1 **
Fahrner Asphalt Sealers, LLC.	\$ 77,381.60	Same	2
Michigan Joint Sealing, Inc.	\$ 108,549.60	Same	3
Superior Chip Sealing & Maintenance	\$ 117,861.95	Same	4
Interstate Sealant & Concrete, Inc.	\$ 120,905.00	Same	5
American Pavement Solutions, Inc.			

5 Bidders

A 2008 highway preventive maintenance project.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

90213A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48661.

79.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803084	\$ 204,600.26	\$ 157,487.58
	PROJECT BHI 16092-101253		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - AUGUST 04, 2008		
	COMPLETION DATE - AUGUST 29, 2008		-23.03 %

Epoxy overlay, concrete surface coating, substructure horizontal surface sealer, slope paving repairs and substructure repairs on Hebron Town Hall Road, Potter Road, and US-31 northbound over I-75, Cheboygan County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rahm Industrial Services, Inc.	\$ 157,487.58	Same	1 **
J. Slagter & Son Construction Co.	\$ 188,052.02	Same	2
Snowden, Inc.	\$ 188,424.85	Same	3
Anlaan Corporation	\$ 207,700.91	Same	4
Midwest Bridge Company	\$ 211,240.40	Same	5
C. A. Hull Co., Inc.	\$ 219,448.31	Same	6
L.W. Lamb, Inc.	\$ 230,029.40	Same	7
Structural Group, Inc.	\$ 678,050.00	Same	8

8 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: MDOT's Bridge Preservation Program focuses on repairing the worst bridges first and extending the life of bridges to keep them in good condition.

Benefit: MDOT attempts to maximize benefits by using an asset management philosophy that develops programs that are prioritized projects based on such factors as traffic volume, cost/benefit, ride quality, safety, user savings, maintenance savings, and condition of bridges.

Funding Source:

101253A

Federal Highway Administration Funds	90.00 %
State Restricted Trunkline Funds	10.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: The deterioration of the existing State trunkline bridges, reduced safety, and increased vehicle maintenance and operational costs to the motoring public.

Cost Reduction: Reduced roadway maintenance costs.

Selection: Low bid.

New Project Identification: Rehabilitation.

Zip Code: 49701.

80.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803087	\$ 2,058,701.99	\$ 2,128,526.23
	PROJECT STG 84914-101288		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - DECEMBER 01, 2008		3.39 %

Application of permanent longitudinal pavement markings and non-freeway centerline and shoulder corrugations on various state trunkline routes, Arenac, Bay, Clare, Genesee, Gladwin, Gratiot, Huron, Isabella, Lapeer, Midland, Saginaw, Sanilac, and Tuscola Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 2,128,526.23	Same	1 **
R.S. Contracting, Inc.	\$ 2,566,846.90	Same	2
2 Bidders			

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

101288A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Reconstruction.

Zip Code: 48706.

81.	LETTING OF MARCH 07, 2008 PROPOSAL 0803088 PROJECT STT 08031-90222 LOCAL AGRMT. START DATE - 10 days after award COMPLETION DATE - JUNE 27, 2008	ENG. EST. \$ 138,623.49	LOW BID \$ 115,935.16 % OVER/UNDER EST. -16.37 %
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17.14 mi of hot mix asphalt crack treatment on M-37 from Groat Road northerly to M-79, on M-79 from Barryville Road easterly to M-66 and on M-99 from South County Line Road northerly to the southern village limit of Homer, Calhoun and Barry Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 115,935.16	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 129,075.23	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 142,845.33	Same	3
American Pavement Solutions, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

90222A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49068.

82.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803089	\$ 383,148.11	\$ 312,818.30
	PROJECT ST 84916-100403		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 05, 2008		
	COMPLETION DATE - SEPTEMBER 27, 2008		-18.36 %

78.64 mi of overband crack filling and hot mix asphalt crack treatment at 10 locations, Hillsdale, Jackson, and Lenawee Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 312,818.30	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 333,260.60	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 442,579.70	Same	3
American Pavement Solutions, Inc.			
Michigan Joint Sealing, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100403A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49201 Region-wide.

83.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803090	\$ 540,930.96	\$ 436,702.00
	PROJECT ST 84916-100216		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2008		-19.27 %

104.55 rbmi of overband crack filling and hot mix asphalt crack treatment on US-23, I-96, I-96BL, I-94, US-12, US-12BR, and Luna Pier Road, Ingham, Livingston, Monroe, and Washtenaw Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 436,702.00	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 491,604.60	Same	2
Michigan Joint Sealing, Inc.	\$ 495,529.90	Same	3
Fahrner Asphalt Sealers, LLC.	\$ 603,036.80	Same	4
American Pavement Solutions, Inc.			

4 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

100216A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48116.

84.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803091	\$ 129,000.00	\$ 75,895.00
	PROJECT EBSL 84912-90175		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - MAY 05, 2008		
	COMPLETION DATE - AUGUST 28, 2008		-41.17 %

22.30 mi of hot mix asphalt crack treatment on M-65 from south of M-55 northerly to Railroad Street and from south of National City Road northerly to north of Camp Road, on US-23 from south of M-72 northerly to south of Lake Shore Drive and from south of Sayers Road northerly to south of Hubert Road, and on M-33 from M-72 northerly to Weaver Road in the cities of Hale, Harrisville, Fairview and Comins, Iosco, Alcona and Oscoda Counties. This project includes a 2 year pavement performance warranty.

A 2008 highway preventive maintenance project.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Scodeller Construction, Inc.	\$ 75,895.00	Same	1 **
Interstate Sealant & Concrete, Inc.	\$ 92,375.00	Same	2
Fahrner Asphalt Sealers, LLC.	\$ 96,271.20	Same	3
American Pavement Solutions, Inc.			
Superior Chip Sealing & Maintenance			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

90175A

Federal Highway Administration Funds	81.85 %
State Restricted Trunkline Funds	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 48740.

85.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803094	\$ 1,386,053.57	\$ 1,448,145.38
	PROJECT M 63101-102639		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 5 days after award		
	COMPLETION DATE - AUGUST 14, 2008		4.48 %

Construction of two ITS towers and associated work on I-696 at the US-24 interchange and at I-96/I-275/M-5, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 1,448,145.38	Same	1 **
Posen Construction, Inc.	\$ 1,872,787.70	Same	2
Sabre Communications Corporation	\$ 2,446,877.03	\$ 2,443,499.03	3
Rauhorn Electric, Inc.			

3 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Traffic and Safety Program preserves the integrity of MDOT's safety assets and addresses spot locations on the trunkline system exhibiting a correctable pattern through a strategy of cost-effective treatments.

Benefit: Treatments reduce traffic accidents and injuries, vehicle delay, fuel consumption, pollution, and operating costs by increasing the safety, efficiency, and capacity of the trunkline system.

Funding Source:

102639A

State Restricted Trunkline Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of accidents and injuries by not implementing safety treatments.

Cost Reduction: Reduced motorists operating costs with increased safety, efficiency, and capacity. Reduced maintenance costs of MDOT's safety assets.

Selection: Low Bid.

New Project Identification: Rehabilitation.

Zip Code: 48075.

86.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803095	\$ 2,185,539.80	\$ 2,959,883.00
	PROJECT M 86000-M00210-3		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 17, 2009		35.43 %

4.18 mi of hot mix asphalt resurfacing and bridge deck, concrete curb and joint repair on I-75 on the Mackinac Bridge in the cities of Mackinaw City and St. Ignace, Emmet and Mackinac Counties. This project includes a 5 year materials and workmanship pavement warranty.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 2,959,883.00	Same	1 **
Rieth-Riley Construction Co., Inc.	\$ 3,229,433.00	Same	2
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			

2 Bidders

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to tourists visiting Michigan, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: The Capital Preventive Maintenance Program preserves the structural integrity and extends the service life of the State trunkline system through a planned strategy of cost-effective maintenance treatments to the existing roadway system.

Benefit: These treatments delay future deterioration, and maintain or improve the functional condition of the system resulting in longer pavement surface life, thereby delaying the need for more expensive rehabilitation or reconstruction treatments.

Funding Source:

M00210

State Restricted Trunkline Funds

100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: There is a greater risk of injury/accidents due to existing surface conditions.

Cost Reduction: Lower vehicle maintenance costs.

Selection: Low bid.

New Project Identification: Maintenance.

Zip Code: 49781.

LOCAL PROJECTS

87.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803007	\$ 3,797,666.52	\$ 3,547,867.95
	PROJECT STH 25609-87632, ETC		
	LOCAL AGRMT. 08-5019		% OVER/UNDER EST.
	START DATE - APRIL 14, 2008		
	COMPLETION DATE - NOVEMBER 01, 2008		-6.58 %

1.40 mi of road reconstruction including storm sewer, concrete curb and gutter, hot mix asphalt paving, traffic signal installation, and pavement markings on Silver Lake Road from the west ramp of US-23 to North Leroy Street, traffic upgrades and add left turn phase on South Long lake Road at Torrey Road and on Silver Lake Road at Leroy Street in the city of Fenton, Genesee County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 3,547,867.95	Same	1 **
Cadillac Asphalt, LLC.	\$ 3,593,301.52	Same	2
Sunset Excavating, Inc.	\$ 3,695,150.04	Same	3
B & V Construction, Inc.	\$ 3,754,036.58	Same	4
Angelo Iafrate Construction Company	\$ 3,762,456.72	Same	5
L.J. Construction, Inc.	\$ 3,789,293.77	Same	6
Champagne and Marx Excavating, Inc.	\$ 3,843,864.53	Same	7
Ajax Paving Industries, Inc.	\$ 3,932,106.35	Same	8
DeAngelis Landscape, Inc.	\$ 3,948,828.00	Same	9
Rohde Brothers Excavating, Inc.	\$ 3,981,331.00	Same	10
Boddy Construction Company, Inc.	\$ 3,995,699.32	Same	11
C & D Hughes, Inc.	\$ 4,030,890.47	Same	12
C. A. Hull Co., Inc.	\$ 4,033,432.58	Same	13
Tri-Valley Landscaping, Inc.	\$ 4,033,728.74	Same	14
Fonson, Inc.	\$ 4,080,283.45	Same	15
Zito Construction Co.	\$ 4,150,615.25	Same	16
DiPonio Contracting L.L.C.	\$ 4,202,002.81	Same	17
South Hill Construction Company			
Posen Construction, Inc.			
Fisher Contracting Company			
L Squared Construction, LLC.			
ABC Paving Company			

17 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

87632A		
Federal Highway Administration Funds		79.93 %
City of Fenton		20.07 %
87958A		
City of Fenton		23.80 %
State Restricted Trunkline Funds		76.20 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48430.

88.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803008	\$ 1,352,025.95	\$ 1,133,612.82
	PROJECT EDCF 82457-101317		
	LOCAL AGRMT. 08-5014		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 31, 2009		-16.15 %

1.33 mi of median construction, hot mix asphalt paving, integral curb and sidewalk, traffic signal and pavement marking on Livernois Avenue from Grand River Avenue to Davison Avenue in the city of Detroit, Wayne County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 1,133,612.82	Same	1 **
Angelo Iafrate Construction Company	\$ 1,235,645.53	Same	2
Dan's Excavating, Inc.	\$ 1,272,226.12	Same	3
Posen Construction, Inc.	\$ 1,289,544.11	\$ 1,289,686.38	4
Major Cement Company	\$ 1,325,909.80	Same	5
Ajax Paving Industries, Inc.	\$ 1,348,337.67	Same	6
Abbott Construction, Inc.	\$ 1,355,593.45	Same	7
Warren Contractors & Development	\$ 1,558,992.05	Same	8
DeAngelis Landscape, Inc.			
ABC Paving Company			
L Squared Construction, LLC.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for traffic congestion mitigation involving a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the applicable Metropolitan Planning Organization and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced by providing increased economic value and life for the traveling public.

Funding Source:

101317A

City of Detroit	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the opportunity to reduce traffic congestion and motorist delay may be lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48204.

89. LETTING OF MARCH 07, 2008
 PROPOSAL 0803009
 PROJECT STU 41401-102061
 LOCAL AGRMT. 07-5729
 START DATE - APRIL 14, 2008
 COMPLETION DATE - JUNE 06, 2008

ENG. EST. \$ 1,088,762.30
 LOW BID \$ 939,451.60
 % OVER/UNDER EST. -13.71 %

0.60 mi of hot mix asphalt road reconstruction including concrete curb and gutter, concrete sidewalk, storm sewer, watermain, hot mix asphalt paving, and pavement markings on East Paris Avenue from Swank Drive to 36th Street in the city of Kentwood, Kent County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kentwood Excavating, Inc.	\$ 939,451.60	Same	1 **
Kamminga & Roodvoets, Inc.	\$ 966,005.47	Same	2
CL Trucking & Excavating, LLC.	\$ 971,384.00	Same	3
Dykema Excavators, Inc.	\$ 1,012,988.20	Same	4
Schippers Excavating, Inc.	\$ 1,015,668.60	Same	5
Nashville Construction Company	\$ 1,022,797.46	Same	6
Diversco Construction Company Inc.	\$ 1,025,752.80	Same	7
Wyoming Excavators, Inc.	\$ 1,110,240.70	Same	8
Aggregate Industries-Central Region	\$ 1,385,811.45	Same	9
Peters Construction Co.			
Milbocker and Sons, Inc.			
Georgetown Construction Company			
Davis Construction, Inc.			
Nagel Construction, Inc.			
Bond Construction Company			
Kalin Construction Co., Inc.			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction and widening of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102061A

Federal Highway Administration Funds 81.85 %

City of Kentwood 18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49512.

90. LETTING OF MARCH 07, 2008
 PROPOSAL 0803010 ENG. EST. LOW BID
 \$ 1,022,135.00 \$ 713,000.00
 PROJECT STL 03555-83495
 LOCAL AGRMT. 07-5742 % OVER/UNDER EST.
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 29, 2008 -30.24 %

0.99 mi of clearing, grading, subbase, aggregate base,
 hot mix asphalt pavement, and restoration on 46th Street
 from Baseline Road to 102nd Avenue, Allegan County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Robert Bailey Contractors, Inc.	\$ 713,000.00	Same	1 **
Brenner Excavating, Inc.	\$ 779,916.51	Same	2
Triangle Excavators, Inc.	\$ 799,675.20	Same	3
Mead Bros. Excavating, Inc.	\$ 859,853.00	Same	4
Milbocker and Sons, Inc.	\$ 889,367.91	Same	5
Dykema Excavators, Inc.	\$ 898,530.65	Same	6
Peters Construction Co.	\$ 907,828.74	Same	7
D.J. McQuestion & Sons, Inc.	\$ 959,885.30	Same	8
Kamminga & Roodvoets, Inc.	\$ 968,489.75	Same	9
Bultema Brothers Road Contractors	\$ 969,596.50	Same	10
Langlois & Sons Excavating, Inc.	\$ 1,084,043.05	Same	11
Schippers Excavating, Inc.	\$ 1,106,411.00	Same	12
Kentwood Excavating, Inc.	\$ 1,182,928.30	Same	13
Nashville Construction Company	\$ 1,276,708.05	Same	14
Kalin Construction Co., Inc.			
Northern Construction Services, Co.			
L.J. Construction, Inc.			
Nagel Construction, Inc.			
Hoffman Bros., Inc.			
Diversco Construction Company Inc.			
Balkema Excavating, Inc.			

14 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83495A

Allegan County	2.18 %
Federal Highway Administration Funds	78.06 %
State Restricted Trunkline Funds	19.76 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Rehabilitation.

Selection: Low bid.

Zip Code: 49056.

91.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803011	\$ 747,489.00	\$ 686,019.72
	PROJECT BHT 41025-86288		
	LOCAL AGRMT. 08-5008		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 31, 2008		-8.22 %

Deep overlay, joint replacement, pin and hanger replacement, partial painting of structural steel and maintaining traffic on Ann Street over the Grand River in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 686,019.72	Same	1 **
Anlaan Corporation	\$ 879,176.49	Same	2
C. A. Hull Co., Inc.	\$ 969,158.34	Same	3
Midwest Bridge Company	\$ 1,063,146.39	Same	4
L.W. Lamb, Inc.			
Mead Bros. Excavating, Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86288A

Federal Highway Administration Funds	77.04 %
City of Grand Rapids	8.52 %
State Restricted Trunkline Funds	14.44 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49504.

92. LETTING OF MARCH 07, 2008
 PROPOSAL 0803012
 PROJECT STUL 31437-89550
 LOCAL AGRMT. 07-5673
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2008

ENG. EST.
 \$ 163,117.00

LOW BID
 \$ 153,933.11

% OVER/UNDER EST.
 -5.63 %

0.68 mi of cold milling and hot mix asphalt resurfacing including adjusting drainage structures and pavement marking on Ingot Street from Portage Drive to Second Street, on Finn Street from Summit Street to Road Street, on Ryan Street from Road Street to Quincy Street, on White Street from Shafter Street to Lincoln Street and from Tezcuco Street to Reservation Street, and on Reservation Street from White Street to Quincy Street in the city of Hancock, Houghton County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Payne & Dolan, Inc.	\$ 153,933.11	Same	1 **
Bill Siler Contracting, Inc.	\$ 168,510.11	Same	2
Bacco Construction Company	\$ 179,295.51	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89550A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Zip Code: 49930.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83201A

Federal Highway Administration Funds	68.21 %
City of Portage	31.79 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49002.

94.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803014	\$ 176,998.25	\$ 167,308.25
	PROJECT STUL 50496-88350		
	LOCAL AGRMT. 07-5720		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 30, 2008		-5.47 %

0.12 mi of hot mix asphalt surfacing including cold milling hot mix asphalt surface and concrete pavement, concrete base repair, curb and gutter, pavement markings and traffic signal work on Gratiot Avenue from M-19 (Main Street) northeasterly to County Line Road in the city of Richmond, Macomb County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
United Pools & Asphalt, Inc.	\$ 167,308.25	Same	1 **
Florence Cement Company	\$ 167,355.52	Same	2
Ace Asphalt & Paving Co.	\$ 169,979.14	Same	3
Astec Asphalt, Inc.	\$ 173,724.46	Same	4
Barrett Paving Materials, Inc.	\$ 186,371.54	Same	5
Ajax Paving Industries, Inc.	\$ 187,396.85	Same	6
John Carlo, Inc.	\$ 192,348.90	Same	7
Cadillac Asphalt, LLC.	\$ 200,837.66	Same	8
ABC Paving Company	\$ 209,012.85	Same	9
Pamar Enterprises, Inc.			
Pro-Line Asphalt Paving Corp.			
C & D Hughes, Inc.			
Asix Asphalt Paving LLC			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction and widening of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

88350A

Federal Highway Administration Funds	81.85 %
City of Richmond	18.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48062.

95. LETTING OF MARCH 07, 2008
 PROPOSAL 0803015
 PROJECT CM 13400-90345
 LOCAL AGRMT. 08-5028
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 25, 2009

ENG. EST.
 \$ 1,655,330.77

LOW BID
 \$ 1,673,612.87

% OVER/UNDER EST.
 1.10 %

0.70 mi of hot mix asphalt surfacing, bike lane, bridge construction, storm sewer, concrete curb and gutter, concrete sidewalks and pavement markings on Riverside Drive from Shortridge Road northerly to Minges Road in the city of Battle Creek, Calhoun County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 1,673,612.87	Same	1 **
Nashville Construction Company	\$ 1,739,864.62	Same	2
Milbocker and Sons, Inc.	\$ 1,749,802.16	\$ 1,749,784.23	3
Peters Construction Co.			
Walter Toebe Construction Co.			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
Rieth-Riley Construction Co., Inc.			
Anlaan Corporation			
Kamminga & Roodvoets, Inc.			
Robert Bailey Contractors, Inc.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

90345A	
City of Battle Creek	76.08 %
Federal Highway Administration Funds	23.92 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 49015.

96. LETTING OF MARCH 07, 2008
 PROPOSAL 0803016
 PROJECT EDCF 82544-56190-3
 LOCAL AGRMT. 04-5024
 START DATE - 10 days after award
 COMPLETION DATE - SEPTEMBER 30, 2008

ENG. EST.	LOW BID
\$ 1,513,089.00	\$ 1,367,476.27
% OVER/UNDER EST.	
	-9.62 %

Geometric changes and signal revisions at 7 locations including Joy Road at Dexter Avenue, Wyoming Street, Meyers Road and Hubbell Street, French Road at Warren Avenue and Shoemaker Street and Hayes Street at Seymour Street in the city of Detroit, Wayne County.

8.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Peter A. Basile Sons, Inc.	\$ 1,367,476.27	Same	1 **
Major Cement Company	\$ 1,399,333.11	Same	2
L Squared Construction, LLC.	\$ 1,438,702.99	Same	3
Posen Construction, Inc.	\$ 1,506,615.28	Same	4
Warren Contractors & Development	\$ 1,548,962.73	Same	5
Abbott Construction, Inc.	\$ 1,576,311.21	Same	6
Angelo Iafrate Construction Company	\$ 1,593,504.38	Same	7
Pamar Enterprises, Inc.			
ABC Paving Company			
Ajax Paving Industries, Inc.			
DiPonio Contracting L.L.C.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for traffic congestion mitigation involving a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the applicable Metropolitan Planning Organization and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced by providing increased economic value and life for the traveling public.

Funding Source:

56190A

City of Detroit 20.00 %

Federal Highway Administration Funds 80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the opportunity to reduce traffic congestion and motorist delay may be lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction.

Selection: Low bid.

Zip Code: 48206.

0.60 mi of road reconstruction including concrete pavement with integral curb and gutter, watermain construction, storm sewer, drainage structures, concrete sidewalk ramps, minor hot mix asphalt paving and pavement markings on River Drive from Shore Drive to Southfield Road in the city of Lincoln Park, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 1,069,373.43	Same	1 **
Angelo Iafrate Construction Company	\$ 1,090,292.97	Same	2
Peter A. Basile Sons, Inc.	\$ 1,119,710.84	Same	3
DeAngelis Landscape, Inc.	\$ 1,152,765.00	Same	4
Dan's Excavating, Inc.	\$ 1,156,717.79	Same	5
Major Cement Company	\$ 1,195,079.10	Same	6
Pamar Enterprises, Inc.	\$ 1,253,317.34	Same	7
C & G Myers Construction, LLC	\$ 1,257,007.31	Same	8
Tony Angelo Cement Construction Co.			
Ajax Paving Industries, Inc.			
ABC Paving Company			
Tiseo Brothers, Inc.			
Abbott Construction, Inc.			
Six-S, Inc.			
Sunset Excavating, Inc.			
L Squared Construction, LLC.			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86182A

Federal Highway Administration Funds 54.18 %

City of Lincoln Park 45.82 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48146.

98.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803018	\$ 17,877,616.02	\$ 14,098,489.63
	PROJECT STE 81406-100819, ETC		
	LOCAL AGRMT. 08-5031		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - SEPTEMBER 30, 2011		-21.14 %

2.00 mi of concrete widening and reconstruction including landscaping, storm sewer, watermain, sanitary sewer and traffic signal work on Jackson Road from Dino Drive to Honey Creek, Washtenaw County.

12.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Dan's Excavating, Inc.	\$ 14,098,489.63	Same	1 **
Six-S, Inc./C & G Myers Construct.	\$ 14,299,442.28	Same	2
DeAngelis Landscape, Inc.	\$ 14,301,645.00	Same	3
Sunset Excavating, Inc.	\$ 15,305,859.75	Same	4
Ajax Paving Industries, Inc.	\$ 15,597,261.65	Same	5
E.T. MacKenzie Company	\$ 17,810,853.39	Same	6
Posen Construction, Inc.	\$ 18,265,225.87	Same	7
Tony Angelo Cement Construction Co.			
Fonson, Inc.			
ABC Paving Company			
John Carlo, Inc.			
Angelo Iafrate Construction Company			
Fisher Contracting Company			
Bailey Excavating, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project includes a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and the reconstruction and widening of a portion of highway under local jurisdiction under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, the transportation system is further developed and preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100819A

Washtenaw County	40.00 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	60.00 %

100846A

Federal Highway Administration Funds	100 %
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100988A

Washtenaw County	18.49 %
Federal Highway Administration Funds (Transportation Enhancement Funds)	65.21 %
State Restricted Trunkline Funds	16.30 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road reconstruction and enhancement.

Selection: Low bid.

Zip Code: 48103.

1.32 mi of hot mix asphalt road construction and widening, roadway drainage, lighting and landscaping on Farm Lane from Mt. Hope Road north to Wilson Road, on Service Road from west of Farm Lane to east of Farm Lane and on Trowbridge Road from west of Farm Lane to east of Farm Lane, pump station in the northeast quadrant of Farm Lane and Service Road, watermain and irrigation system along Farm Lane and Service Road, construct bridge, temporary shoo-fly tracks, permanent track work, and steel piled cut-off walls on Farm Lane on the campus of Michigan State University in the city of East Lansing, Ingham County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Posen Construction, Inc.	\$ 21,514,000.16	Same	1 **
C. A. Hull Co., Inc.	\$ 21,786,744.33	Same	2
Dan's Excavating, Inc.	\$ 22,793,324.58	Same	3
Anlaan Corporation	\$ 22,756,089.08	\$ 22,838,089.08	4
Walter Toebe Construction Co.	\$ 22,999,918.73	Same	5
E.T. MacKenzie Company	\$ 23,951,635.19	Same	6
Milbocker and Sons, Inc.			
Hardman Construction, Inc.			
Midwest Bridge Company			
Angelo Iafrate Construction Company			
E. C. Korneffel Co.			

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

101414A		
Federal Highway Administration Funds	79.89 %	
Michigan State University	0.14 %	
State Restricted Trunkline Funds	19.97 %	
90270A		
Federal Highway Administration Funds	82.04 %	
Michigan State University	0.50 %	
State Restricted Trunkline Funds	17.46 %	
90272A		
Federal Highway Administration Funds	79.87 %	
Michigan State University	0.16 %	
State Restricted Trunkline Funds	19.97 %	

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48824.

100.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803020	\$ 909,717.00	\$ 839,286.25
	PROJECT STH 11609-53723, ETC		
	LOCAL AGRMT. 08-5017		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2008		-7.74 %

0.92 mi of culvert replacement and extension, hot mix asphalt pavement removal, shoulder trenching, aggregate base, hot mix asphalt surfacing and drainage improvement on Pipestone Road from Tabor Road to Hochbarger Road and at Farmers Creek, Berrien County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Kamminga & Roodvoets, Inc.	\$ 839,286.25	Same	1 **
Triangle Excavators, Inc.	\$ 884,194.20	Same	2
Milbocker and Sons, Inc.	\$ 886,778.04	Same	3
Northern Construction Services, Co.	\$ 895,043.00	Same	4
Peters Construction Co.	\$ 895,729.57	Same	5
Nashville Construction Company	\$ 1,002,910.83	Same	6
Kalin Construction Co., Inc.	\$ 1,113,672.24	Same	7
Mead Bros. Excavating, Inc.			
Balkema Excavating, Inc.			
J.E. Kloote Contracting, Inc.			
Davis Construction, Inc.			
Robert Bailey Contractors, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

53723A

Berrien County	20.00 %
Federal Highway Administration Funds	80.00 %

76479A

Berrien County	20.00 %
State Restricted Trunkline Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49111.

101. LETTING OF MARCH 07, 2008
 PROPOSAL 0803021
 PROJECT BRT 12013-86383
 LOCAL AGRMT. 08-5005
 START DATE - 10 days after award
 COMPLETION DATE - NOVEMBER 28, 2008

ENG. EST.
 \$ 787,087.75

LOW BID
 \$ 779,141.70

% OVER/UNDER EST.
 -1.01 %

Remove existing structure and construct a prestressed concrete box beam bridge and related approach work on Central Road over Bartholomew Lake Channel, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Nashville Construction Company	\$ 779,141.70	Same	1 **
K & S Piling Company	\$ 819,070.78	Same	2
Milbocker and Sons, Inc.	\$ 842,144.96	Same	3
S.L. & H. Contractors, Inc.	\$ 848,486.28	Same	4
Anlaan Corporation	\$ 893,897.18	Same	5
J.E. Kloote Contracting, Inc.	\$ 907,301.78	Same	6
L.W. Lamb, Inc.			
E.T. MacKenzie Company			
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86383A

Branch County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49036.

102.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803022	\$ 767,800.45	\$ 748,385.68
	PROJECT BRT 30003-86412		
	LOCAL AGRMT. 07-5493		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 15, 2008		-2.53 %

Removal of existing structure, construction of a prestressed post-tensioned concrete box beam bridge, and related road work on Territorial Road over East Branch St. Joseph River, Hillsdale County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 748,385.68	Same	1 **
J.E. Kloote Contracting, Inc.	\$ 754,220.80	Same	2
Posen Construction, Inc.	\$ 757,575.66	Same	3
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
E.T. MacKenzie Company			
Anlaan Corporation			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86412A	
Hillsdale County	5.08 %
Federal Highway Administration Funds	79.93 %
State Restricted Trunkline Funds	14.99 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49288.

103. LETTING OF MARCH 07, 2008
PROPOSAL 0803023
PROJECT STU 41401-102273
LOCAL AGRMT. 07-5753
START DATE - JUNE 15, 2008
COMPLETION DATE - AUGUST 22, 2008

ENG. EST.	LOW BID
\$ 755,032.00	\$ 575,259.19
	% OVER/UNDER EST.
	-23.81 %

1.26 mi of hot mix asphalt road resurfacing including cold milling, hot mix asphalt paving and pavement markings on Thornapple River Drive/Thornhills Avenue from I-96 to 28th Street, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rieth-Riley Construction Co., Inc.	\$ 575,259.19	Same	1 **
Aggregate Industries-Central Region	\$ 728,973.59	Same	2
Michigan Paving & Materials Co.	\$ 735,207.27	Same	3

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102273A	
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 49546.

104.	LETTING OF MARCH 07, 2008 PROPOSAL 0803024 PROJECT CM 63022-101462 LOCAL AGRMT. 08-5033 START DATE - 10 days after award COMPLETION DATE - JULY 18, 2008	ENG. EST. \$ 494,932.59	LOW BID \$ 524,925.32
			% OVER/UNDER EST.
			6.06 %

0.34 mi of intersection improvements including hot mix asphalt reconstruction of right turn lanes, concrete sidewalk replacement, concrete curb and gutter, and signal upgrades on Beck Road at Ten Mile Road in the city of Novi, Oakland County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadillac Asphalt, LLC.	\$ 524,925.32	Same	1 **
Barrett Paving Materials, Inc.	\$ 530,423.95	Same	2
Florence Cement Company	\$ 559,318.66	Same	3
Goretski's Construction Company	\$ 600,000.00	Same	4
Ajax Paving Industries, Inc.	\$ 609,313.52	Same	5
Tri-Valley Landscaping, Inc.	\$ 634,399.75	Same	6
San Marino Excavating, Inc.	\$ 650,454.75	Same	7
Pro-Line Asphalt Paving Corp.			
ABC Paving Company			
Asix Asphalt Paving LLC			
Angelo Iafrate Construction Company			
Abbott Construction, Inc.			
L Squared Construction, LLC.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

101462A

Federal Highway Administration Funds	75.94 %
City of Novi	24.06 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48374.

105.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803025	\$ 445,058.56	\$ 356,570.50
	PROJECT BRO 59005-86293		
	LOCAL AGRMT. 08-5010		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - AUGUST 29, 2008		-19.88 %

Removal of existing structure, construction of a prestressed concrete box beam bridge and related approach work on Sloan Road over Fish Creek, Montcalm County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 356,570.50	Same	1 **
S.L. & H. Contractors, Inc.	\$ 377,952.06	Same	2
Heystek Contracting Inc.	\$ 392,202.00	Same	3
J.E. Kloote Contracting, Inc.	\$ 418,066.91	Same	4
Nashville Construction Company	\$ 437,515.90	Same	5
McDowell Construction , L.L.C.	\$ 444,526.31	Same	6
Milbocker and Sons, Inc.			
E.T. MacKenzie Company			
J. Slagter & Son Construction Co.			
Davis Construction, Inc.			
Anlaan Corporation			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86293A

Montcalm County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48884.

106. LETTING OF MARCH 07, 2008
 PROPOSAL 0803026
 PROJECT BRO 54007-86291
 LOCAL AGRMT. 08-5012
 START DATE - 10 days after award
 COMPLETION DATE - OCTOBER 15, 2008

ENG. EST.
 \$ 331,688.02

LOW BID
 \$ 283,004.40

% OVER/UNDER EST.
 -14.68 %

Removal of existing structure, construction of a glu-lam stringer timber bridge, and related approach work on Evergreen Road over the North Branch of the Chippewa River, Mecosta County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 283,004.40	Same	1 **
McDowell Construction , L.L.C.	\$ 304,732.59	Same	2
J.E. Kloote Contracting, Inc.	\$ 338,502.00	Same	3
Heystek Contracting Inc.	\$ 344,719.50	Same	4
Davis Construction, Inc.	\$ 346,181.35	Same	5
S.L. & H. Contractors, Inc.	\$ 356,880.95	Same	6
L.W. Lamb, Inc.	\$ 393,224.40	Same	7
Milbocker and Sons, Inc.			
J. Slagter & Son Construction Co.			
3-S Construction, Inc.			

7 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86291A	
Mecosta County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 49679.

107.	LETTING OF MARCH 07, 2008 PROPOSAL 0803027 PROJECT BRO 72009-86365 LOCAL AGRMT. 07-5750 START DATE - 10 days after award COMPLETION DATE - JUNE 27, 2008	ENG. EST. \$ 271,568.00	LOW BID \$ 212,727.54 % OVER/UNDER EST. -21.67 %
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Bridge rehabilitation including superstructure replacement and related approach work including hot mix asphalt paving and guardrail installation on Old US-27 at Wolf Creek, Roscommon County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Miller Development, Inc.	\$ 212,727.54	Same	1 **
McDowell Construction , L.L.C.	\$ 225,218.16	Same	2
J.E. Kloote Contracting, Inc.	\$ 228,742.02	Same	3
S.L. & H. Contractors, Inc.	\$ 242,870.17	Same	4
L.W. Lamb, Inc.	\$ 248,063.15	Same	5
Nashville Construction Company	\$ 266,521.24	Same	6
Rahm Industrial Services, Inc.			
J. Slagter & Son Construction Co.			
Anlaan Corporation			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86365A	
Roscommon County	5.00 %
Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	15.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 48629.

108. LETTING OF MARCH 07, 2008
 PROPOSAL 0803047
 PROJECT STU 63459-100712
 LOCAL AGRMT. 08-5035
 START DATE - MAY 01, 2008
 COMPLETION DATE - NOVEMBER 14, 2008

ENG. EST.	LOW BID
\$ 4,149,988.46	\$ 3,397,776.07
% OVER/UNDER EST.	
	-18.13 %

0.94 mi of concrete pavement removal, station grading, aggregate base, miscellaneous sewer, drainage structure work, and concrete pavement on Main Street from Maple Road to Lincoln Avenue in the city of Clawson, Oakland County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Florence Cement Company	\$ 3,397,776.07	Same	1 **
Pamar Enterprises, Inc.	\$ 3,596,634.75	Same	2
V.I.L. Construction, Inc.	\$ 3,698,298.30	Same	3
Dan's Excavating, Inc.	\$ 3,701,615.93	Same	4
Peter A. Basile Sons, Inc.	\$ 3,702,300.31	Same	5
John Carlo, Inc.	\$ 3,841,960.85	Same	6
Six-S Inc/C&G Excavating, Inc.	\$ 3,847,902.82	Same	7
Angelo Iafrate Construction Company	\$ 4,056,622.54	\$ 4,002,622.54	8
Tony Angelo Cement Construction Co			
L Squared Construction, LLC.			
Fisher Contracting Company			
Cadillac Asphalt, LLC.			
L.J. Construction, Inc.			
Ajax Paving Industries, Inc.			
Sunset Excavating, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the rehabilitation of a portion of highway under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

100712A

City of Clawson	20.78 %
Federal Highway Administration Funds	63.38 %
State Restricted Trunkline Funds	15.84 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Road rehabilitation.

Selection: Low bid.

Zip Code: 48017.

109. LETTING OF MARCH 07, 2008
 PROPOSAL 0803057
 PROJECT STUL 19453-89608
 LOCAL AGRMT. 08-5034
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2008

ENG. EST.
 \$ 835,350.56

LOW BID
 \$ 683,286.47

% OVER/UNDER EST.
 -18.20 %

0.36 mi of hot mix asphalt pavement removal, watermain, sanitary sewer, storm sewer, underdrain, sand subbase, aggregate base, concrete curb and gutter, and hot mix asphalt paving on East Walker Street from Clinton Street to US-127BR in the city of St. Johns, Clinton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
CL Trucking & Excavating, LLC.	\$ 683,286.47	Same	1 **
Perrin Construction Co., Inc.	\$ 686,581.75	Same	2
Youngstrom Contracting, Inc.	\$ 705,000.00	Same	3
Cadwell Brothers Construction Comp	\$ 709,435.26	Same	4
C & D Hughes, Inc.	\$ 772,822.92	Same	5
Nashville Construction Company	\$ 793,164.27	Same	6
Kamminga & Roodvoets, Inc.	\$ 824,805.90	Same	7
Eastlund Concrete Construction	\$ 915,977.37	Same	8
Aggregate Industries-Central Region	\$ 966,209.21	Same	9
Milbocker and Sons, Inc.			
Crawford Contracting, Inc.			
Davis Construction, Inc.			
Novak Construction			
Fisher Contracting Company			
E.T. MacKenzie Company			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

89608A

Federal Highway Administration Funds	56.56 %
State Restricted Trunkline Funds	14.14 %
City of St. Johns	29.30 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48819.

110. LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
PROPOSAL 0803058	\$ 294,234.00	\$ 226,946.80
PROJECT STH 44609-100349, ETC		
LOCAL AGRMT. 08-5002		% OVER/UNDER EST.
START DATE - 10 days after award		
COMPLETION DATE - AUGUST 01, 2008		-22.87 %

5.19 mi of centerline, shoulder, and stop ahead rumble strip installation, overhead flashing beacon upgrades and installation, tree removal, permanent signing, guardrail upgrades, delineator installation, and stop ahead signs with flashing beacons on Rochester Road from Bordman Road to General Squier Road, on Elba Road at Davison Road, on Metamora Road from Bocker Road northerly to the Metamora south village limits, and on Mount Morris Road at Washburn Road, Lapeer and Genesee Counties.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Tri-Valley Landscaping, Inc.	\$ 226,946.80	Same	1 **
Cobblestone Pavers, LLC	\$ 295,526.00	Same	2
Zito Construction Co.			
Rohde Brothers Excavating, Inc.			
Ron Bretz Excavating, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100349A

Lapeer County	20.00 %
Federal Highway Administration Funds	80.00 %

102098A

Lapeer County	10.00 %
Federal Highway Administration Funds	90.00 %

102099A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48248.

111.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803059	\$ 247,394.65	\$ 224,870.81
	PROJECT STH 12609-87609		
	LOCAL AGRMT. 08-5013		% OVER/UNDER EST.
	START DATE - MAY 10, 2008		
	COMPLETION DATE - JUNE 23, 2008		-9.10 %

0.38 mi of hot mix asphalt intersection widening for center left turn lane including hot mix asphalt cold milling, earth excavation, embankment, hot mix asphalt, drainage improvements, and slope restoration on Marshall Road at Jonesville Road, Branch County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Hoffman Bros., Inc.	\$ 224,870.81	Same	1 **
Aggregate Industries-Central Region	\$ 238,144.60	Same	2
Peters Construction Co.	\$ 240,968.37	Same	3
Washtenaw Inc. Maintenance Service	\$ 241,393.69	Same	4
Bailey Excavating, Inc.	\$ 244,132.70	Same	5
Kamminga & Roodvoets, Inc.	\$ 256,148.66	Same	6
Cadwell Brothers Construction Comp	\$ 258,428.28	Same	7
Nashville Construction Company	\$ 271,973.90	Same	8
Milbocker and Sons, Inc.			
Northern Construction Services, Co.			
Balkema Excavating, Inc.			
Robert Bailey Contractors, Inc.			
Robert L. Johnson Construction			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

87609A	
Branch County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49036.

112.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803060	\$ 181,316.18	\$ 166,560.31
	PROJECT STE 77111-89391-2		
	LOCAL AGRMT. 07-5328		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JUNE 28, 2008		-8.14 %

0.20 mi of grading, aggregate base, and a concrete pathway on public easement from the intersection of Glenwood Avenue and Merchant Street northerly to the intersection of Michigan Avenue and Huron Avenue in the city of Port Huron, St. Clair County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cobblestone Pavers, LLC	\$ 166,560.31	Same	1 **
L Squared Construction, LLC.	\$ 176,344.06	Same	2
Nationwide Fence & Supply Company	\$ 187,756.88	Same	3
Eastlund Concrete Construction	\$ 197,194.28	Same	4
Jackson Contracting	\$ 219,490.59	Same	5
Washtenaw Inc. Maintenance Service			

5 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

89391A

Federal Highway Administration Funds 80.00 %

(Transportation Enhancement Funds)

City of Port Huron 20.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 48060.

113.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803061	\$ 213,122.50	\$ 178,950.18
	PROJECT STE 44043-87649		
	LOCAL AGRMT. 08-5021		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - OCTOBER 01, 2008		-16.03 %

0.40 mi of grading, aggregate base, hot mix asphalt paving, bridge construction, landscaping and site amenities on the public easement from Saginaw Street to Nepessing Road in the city of Lapeer, Lapeer County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Novak Construction	\$ 178,950.18	Same	1 **
Heystek Contracting Inc.	\$ 186,441.50	Same	2
L.J. Construction, Inc.	\$ 192,539.25	Same	3
McDowell Construction , L.L.C.	\$ 194,298.84	Same	4
A. J. Rehms & Son, Inc.	\$ 212,013.80	Same	5
Rohde Brothers Excavating, Inc.	\$ 216,484.00	Same	6
Marlette Excavating Company	\$ 258,436.80	Same	7
Barrett Paving Materials, Inc.	\$ 277,630.13	Same	8
Posen Construction, Inc.	\$ 282,697.25	Same	9
Warren Contractors & Development			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
Davis Construction, Inc.			
Ajax Paving Industries, Inc.			
Anlaan Corporation			
S.L. & H. Contractors, Inc.			
Pro-Line Asphalt Paving Corp.			
Astec Asphalt, Inc.			
Nance Construction, LLC			

9 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

87649A

Federal Highway Administration Funds	75.00 %
(Transportation Enhancement Funds)	

City of Lapeer	25.00 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 48446.

114.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803062	\$ 2,451,612.53	\$ 2,518,427.41
	PROJECT MCS 81014-83942		
	LOCAL AGRMT. 08-5009		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - MAY 15, 2009		2.73 %

Remove existing structure, construct a prestressed concrete I-beam bridge, dam removal, sedimentation management and approach work on Main Street over Mill Creek in the village of Dexter, Washtenaw County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
E.T. MacKenzie Company	\$ 2,518,427.41	Same	1 **
Posen Construction, Inc.	\$ 2,626,267.24	Same	2
Dan's Excavating, Inc.	\$ 2,898,206.03	Same	3
Hardman Construction, Inc.			
J.E. Kloote Contracting, Inc.			
Midwest Bridge Company			
C. A. Hull Co., Inc.			
Anlaan Corporation			
E. C. Korneffel Co.			

3 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. **Purpose/Business Case:** This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

83942A

Washtenaw County	14.28 %
State Restricted Trunkline Funds	85.72 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48130.

115. LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
PROPOSAL 0803063	\$ 1,048,642.00	\$ 935,450.21
PROJECT STE 25402-90091		
LOCAL AGRMT. 08-5026		% OVER/UNDER EST.
START DATE - MARCH 15, 2008		
COMPLETION DATE - NOVEMBER 15, 2008		-10.79 %

1.50 mi of ornamental lighting, tree planting, concrete sidewalk and brick pavers on Third Avenue between the Flint River and Saginaw Street in the city of Flint, Genesee County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Ranck Electric, Inc.	\$ 935,450.21	Same	1 **
Alpha Electric, Inc.	\$ 1,013,841.98	Same	2
Rauhorn Electric, Inc.	\$ 1,143,446.40	Same	3
Metropolitan Power & Lighting, Inc.	\$ 1,249,585.00	Same	4
J R Howell Airport Lighting LLC			
Motor City Electric Utilities Co.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

90091A

Federal Highway Administration Funds	70.00 %
(Transportation Enhancement Funds)	
City of Flint	30.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 48503.

116. LETTING OF MARCH 07, 2008
 PROPOSAL 0803064
 PROJECT CM 19400-100153
 LOCAL AGRMT. 07-5646
 START DATE - JUNE 09, 2008
 COMPLETION DATE - AUGUST 20, 2008

ENG. EST.
 \$ 608,613.33

LOW BID
 \$ 432,709.27

% OVER/UNDER EST.
 -28.90 %

0.75 mi of earthwork, culvert replacement, cold milling, hot mix asphalt, and concrete curb and gutter on Townsend Road from Dewitt Road easterly to Lansing Street, Clinton County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Cadwell Brothers Construction Comp	\$ 432,709.27	Same	1 **
C & D Hughes, Inc.	\$ 470,129.15	Same	2
Crawford Contracting, Inc.	\$ 488,557.60	Same	3
Davis Construction, Inc.	\$ 507,713.76	Same	4
Kamminga & Roodvoets, Inc.	\$ 535,780.10	Same	5
Eastlund Concrete Construction	\$ 538,382.99	Same	6
Aggregate Industries-Central Region	\$ 580,411.19	Same	7
Youngstrom Contracting, Inc.	\$ 587,042.00	Same	8
Bailey Excavating, Inc.			
Rieth-Riley Construction Co., Inc.			
Milbocker and Sons, Inc.			
Michigan Paving & Materials Co.			
CL Trucking & Excavating, LLC.			
Perrin Construction Co., Inc.			
Heystek Contracting Inc.			
E.T. MacKenzie Company			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for improving air quality and/or abating congestion on a portion of highway under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100153A

Clinton County

20.00 %

Federal Highway Administration Funds

80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrades.

Selection: Low bid.

Zip Code: 48879.

117.	LETTING OF MARCH 07, 2008 PROPOSAL 0803065 PROJECT STH 38609-100335 LOCAL AGRMT. 08-5003 START DATE - JUNE 02, 2008 COMPLETION DATE - 30 calendar days	ENG. EST. \$ 26,100.00	LOW BID \$ 14,445.74
			% OVER/UNDER EST.
			-44.65 %

1.07 mi of stop rumble strips and stop bar pavement marking installation at 11 various locations, Jackson County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 14,445.74	Same	1 **
Michigan Pavement Markings LLC	\$ 58,021.00	Same	2
R.S. Contracting, Inc.			

2 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

100335A

Jackson County	20.00 %
Federal Highway Administration Funds	80.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 49246.

118.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803066	\$ 299,987.10	\$ 327,828.93
	PROJECT SUG 82457-102495		
	LOCAL AGRMT. 08-5015		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 31, 2008		9.28 %

Pavement markings at 195 locations from Abbott Road to Wyoming Street in the city of Detroit, Wayne County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
P.K. Contracting, Inc.	\$ 327,828.93	Same	1 **

1 Bidder

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for pavement marking at targeted locations under local jurisdiction. This project was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102495A

Federal Highway Administration Funds	100 %
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Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 48826.

119.	LETTING OF MARCH 07, 2008 PROPOSAL 0803067 PROJECT HRRR 19403-90013, ETC LOCAL AGRMT. 08-5051 START DATE - 10 days after award COMPLETION DATE - JUNE 20, 2008	ENG. EST. \$ 533,106.10	LOW BID \$ 425,738.16
			% OVER/UNDER EST.
			-20.14 %

0.50 mi of hot mix asphalt removal, hot mix asphalt pavement, and culvert replacement on South Wright Road from Price Road south and install overhead flashing beacon at Price Road, Clinton County.

4.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Crawford Contracting, Inc.	\$ 425,738.16	Same	1 **
Novak Construction	\$ 437,700.43	Same	2
C & D Hughes, Inc.	\$ 465,550.15	Same	3
Davis Construction, Inc.	\$ 487,987.14	Same	4
Aggregate Industries-Central Region	\$ 496,713.57	Same	5
Rohde Brothers Excavating, Inc.	\$ 504,093.00	Same	6
Bailey Excavating, Inc.	\$ 518,422.86	Same	7
Nashville Construction Company	\$ 552,126.10	Same	8
Milbocker and Sons, Inc.			
E.T. MacKenzie Company			
Youngstrom Contracting, Inc.			
Cadwell Brothers Construction Comp			
Midwest Bridge Company			
J.E. Kloote Contracting, Inc.			
Perrin Construction Co., Inc.			
Kamminga & Roodvoets, Inc.			

8 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for upgrading a portion of the transportation system under local jurisdiction to address a safety-related issue. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users and was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further enhanced providing increased economic value and quality of life for the traveling public.

Funding Source:

102087A

Federal Highway Administration Funds	80.00 %
State Restricted Trunkline Funds	20.00 %

90013A

Clinton County	1.14 %
Federal Highway Administration Funds	79.09 %
State Restricted Trunkline Funds	19.77 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project and the opportunity to improve traffic operations and safety is lost.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Infrastructure-related upgrade.

Selection: Low bid.

Zip Code: 48894.

120. LETTING OF MARCH 07, 2008
 PROPOSAL 0803081
 PROJECT MCS 06003-86230
 LOCAL AGRMT. 07-5103
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 01, 2008

ENG. EST. \$ 1,438,031.10
 LOW BID \$ 1,228,617.82
 % OVER/UNDER EST. -14.56 %

Bridge removal and replacement along with related approach work on Melita Road at Rifle River, Arenac County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
S.L. & H. Contractors, Inc.	\$ 1,228,617.82	Same	1 **
Posen Construction, Inc.	\$ 1,333,589.86	Same	2
J.E. Kloote Contracting, Inc.	\$ 1,397,607.45	Same	3
Milbocker and Sons, Inc.	\$ 1,405,989.53	Same	4
Anlaan Corporation			
J. Slagter & Son Construction Co.			
Midwest Bridge Company			
C. A. Hull Co., Inc.			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the replacement of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86230A

Arenac County	5.00 %
State Restricted Trunkline Funds	95.00 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded, the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge replacement.

Selection: Low bid.

Zip Code: 48659.

121. LETTING OF MARCH 07, 2008
 PROPOSAL 0803082
 PROJECT STUL 70014-89731, ETC
 LOCAL AGRMT. 08-5004
 START DATE - 10 days after award
 COMPLETION DATE - AUGUST 22, 2008

ENG. EST.
 \$ 1,840,992.92

LOW BID
 \$ 1,552,801.43

% OVER/UNDER EST.
 -15.65 %

0.49 mi of road reconstruction including sanitary sewer,
 storm sewer, watermain, hot mix asphalt paving and
 pavement markings on US-31/Jackson Street from Beacon
 Boulevard to Griffin Street and traffic signal modernization
 on Beacon Boulevard at Jackson Street in the city of Grand
 Haven, Ottawa County.

10.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Wyoming Excavators, Inc.	\$ 1,552,801.43	Same	1 **
Schippers Excavating, Inc.	\$ 1,839,045.23	Same	2
Kamminga & Roodvoets, Inc.	\$ 1,856,053.52	Same	3
Georgetown Construction Company	\$ 1,973,566.98	Same	4
Bultema Brothers Road Contractors	\$ 1,975,860.79	Same	5
C & D Hughes, Inc.	\$ 1,995,162.60	Same	6
Dykema Excavators, Inc.	\$ 1,997,286.87	Same	7
Nagel Construction, Inc.	\$ 2,026,511.00	Same	8
Diversco Construction Company Inc.	\$ 2,116,039.91	Same	9
Milbocker and Sons, Inc.	\$ 2,169,697.05	Same	10
Wadel Stabilization, Inc.	\$ 2,654,381.73	Same	11
Triangle Excavators, Inc.			
Robert L. Johnson Construction			
Rohde Brothers Excavating, Inc.			
Nashville Construction Company			

11 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for the reconstruction of a portion of highway on the federal-aid highway system, under local jurisdiction. It was selected through a process outlined in the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users by the local agency regional planning authority, which was approved by MDOT and the Federal Highway Administration.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

102336A

Federal Highway Administration Funds 64.94 %

City of Grand Haven 35.06 %

89731A

Federal Highway Administration Funds 100 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds must be returned to the federal government for use in another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Reconstruction.

Selection: Low bid.

Zip Code: 49417.

122.	LETTING OF MARCH 07, 2008 PROPOSAL 0803092 PROJECT STE 41401-101874 LOCAL AGRMT. 08-5053 START DATE - APRIL 07, 2008 COMPLETION DATE - OCTOBER 01, 2009	ENG. EST. \$ 429,876.25	LOW BID \$ 312,621.01
			% OVER/UNDER EST. -27.28 %

0.72 mi of trees, sidewalk, fence, street lighting, and landscaping in the city of Grand Rapids, Kent County.

5.00 % DBE participation required

BIDDER	AS-SUBMITTED	AS-CHECKED	
Rivertown Contractors, Inc.	\$ 312,621.01	Same	1 **
Triangle Excavators, Inc.	\$ 347,171.50	Same	2
Eastlund Concrete Construction	\$ 392,706.05	Same	3
Tri-Valley Landscaping, Inc.	\$ 394,118.05	Same	4
Diversco Construction Company Inc.	\$ 396,958.66	Same	5
Schippers Excavating, Inc.	\$ 397,604.85	Same	6
Anderson-Fischer & Associates, Inc.			
HTA Companies, Inc.			
Site Management Services, Inc.			
Nagel Construction, Inc.			

6 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public. Delays to the project would jeopardize federal funds that are allocated to the State of Michigan.

Purpose/Business Case: This project is for a qualifying activity as stipulated within 23 U.S.C. 101 (a)(35) and under the Safe, Accountable, Flexible, and Efficient Transportation Act: A Legacy for Users.

Benefit: By awarding this project, intermodal transportation systems are further developed.

Funding Source:

101874A

Federal Highway Administration Funds 79.85 %

(Transportation Enhancement Funds)

City of Grand Rapids 20.15 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If this project is not awarded, the federal funds may be returned to the federal government for use on another federal-aid project.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Enhancement.

Selection: Low bid.

Zip Code: 49546.

123.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803093	\$ 1,885,288.45	\$ 1,460,175.71
	PROJECT MCS 41025-86289-2		
	LOCAL AGRMT. 07-5615		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 28, 2008		-22.55 %

Deck and railing replacement, pin and hanger replacement, partial painting, substructure repair, related approach work, and sidewalk repair on Hall Street over Norfolk Southern Railroad and Steele Avenue and Hall Street over US-131 in the city of Grand Rapids, Kent County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
J. Slagter & Son Construction Co.	\$ 1,460,175.71	Same	1 **
Anlaan Corporation	\$ 1,566,196.88	Same	2
Milbocker and Sons, Inc.	\$ 1,754,826.78	Same	3
L.W. Lamb, Inc.	\$ 1,813,473.02	Same	4
C. A. Hull Co., Inc.			
Midwest Bridge Company			

4 Bidders

By association with the above construction contract we are also asking for approval of the above-referenced cost participation agreement.

Criticality: This construction project will create or retain jobs within the State of Michigan. Delaying the project would adversely impact employment in the State. This construction project is adding improvements to the existing roadway system, thereby increasing the safety of the roadway, improving access to businesses and to tourists visiting Michigan's communities, and/or improving commerce across the State. Delaying the project will adversely impact these necessary components of Michigan's economy, as well as to the traveling public.

Purpose/Business Case: This project is for the rehabilitation of a bridge under local jurisdiction. This project was selected through a selection process defined in current legislation.

Benefit: By awarding this project, the transportation system is further preserved providing increased economic value and quality of life for the traveling public.

Funding Source:

86289A

City of Grand Rapids

4.87 %

State Restricted Trunkline Funds

95.13 %

Commitment Level: The contract cost is not fixed. It is based on the engineer's best estimate of probable construction cost. The contract's final cost will be based on actual quantities built in the field and unit prices bid by the contractor.

Risk Assessment: If the project is not awarded the bridge will deteriorate further and possibly impact vehicular traffic to the point of restricting emergency services.

Cost Reduction: This is a construction contract. The low bidder is awarded the project. Any negotiations made prior to award of the contract are in violation of federal regulation and MDOT specifications.

New Project Identification: Bridge rehabilitation.

Selection: Low bid.

Zip Code: 49507.

REAL ESTATE PROJECTS

124.	LETTING OF MARCH 07, 2008	ENG. EST.	LOW BID
	PROPOSAL 0803085	\$ 7,300.00	\$ 15,200.00
	PROJECT M 63053-60256B01		
	LOCAL AGRMT.		% OVER/UNDER EST.
	START DATE - 10 days after award		
	COMPLETION DATE - JULY 01, 2008		108.22 %

Demolition of department-owned real estate parcel located on Dixie Highway in Waterford Township, Oakland County.

BIDDER	AS-SUBMITTED	AS-CHECKED	
Pitsch Wrecking Company	\$ 15,200.00	Same	1 **
Homrich Wrecking, Inc.	\$ 22,990.00	Same	2
Rohde Brothers Excavating, Inc.			

2 Bidders

Criticality: This demolition job in Waterford is for a bridge replacement, approaches and aesthetics project. Replacement of the bridge will improve the safety of the waterway. Demolition of the improvement is necessary to certify the right of way required for the bridge replacement project and it will provide a safety benefit to the State of Michigan.

Purpose/ Business Case: This project is to remove building improvements and clear a parcel as part of a bridge replacement project on U-24 in Oakland County.

Benefit: To remove a safety hazard and to avoid the necessity of maintenance and repair work on the improvements.

Funding Source:

60256B01

State Restricted Trunkline Funds

100 %

Zip Code: 48329.

Cost Reduction: Demolition of improvements will eliminate maintenance and repair costs.

Selection: Low bid.

New Project Identification: Demolition.

Zip Code: 49080.

EXTRAS

126. Extra 2008 - 41

Control Section/Job Number: 32012-60407 MDOT Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria

Contractor: Saginaw Asphalt Paving Company
2981 Carrollton Road
Saginaw, MI 48604

Designed By: MDOT
Engineer's Estimate: \$1,773,774.29

Description of Project:

10.25 miles of hot mix asphalt overlay with joint repair, cold milling hot mix asphalt pavement, trenching, shoulder widening, drive approaches and railroad crossing replacement on M-25 from south of the centerline of Caseville Road south to south of M-142, Huron County.

Administrative Board Approval Date:	November 21, 2006	
Contract Date:	August 7, 2007	
Original Contract Amount:	\$1,929,789.28	
Total of Overruns/Changes (Approved to Date):	114,256.98	+ 5.92%
Total of Extras/Adjustments (Approved to Date):	114,334.25	+ 5.92%
Total of Negative Adjustments (Approved to Date):	(6,321.37)	- 0.33%
THIS REQUEST	<u>6,502.00</u>	<u>+ 0.34%</u>
Revised Total	<u>\$2,158,561.14</u>	+ 11.85%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 11.51% over the original budget for an **Authorized to Date Amount** of \$2,152,059.14.

Approval of this extra will place the authorized status of the contract 11.85% or \$228,771.86 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 6

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 6

Guardrail Approach Terminal, Type 2B	1.000 Ea @ \$2,365.00/Ea	\$2,365.00
Guardrail Departing Terminal, Type B	1.000 Ea @ \$580.00/Ea	580.00
Guardrail Reflector	6.000 Ea @ \$6.00/Ea	36.00
Guardrail Backed, Det G1	1.000 Ea @ \$1,535.00/Ea	1,535.00
Guardrail, Curved, Type B	25.000 Ft @ \$19.55/Ea	488.75
Guardrail, Rem	0.500 Ft @ \$2.00/Ft	1.00
Guardrail, Type B	87.500 Ft @ \$17.10/Ft	1,496.25
Total		<u>\$6,502.00</u>

Reason(s) for Extra(s)/Adjustment(s):

There were several runs of existing guardrail within the project limits that the engineer determined should be upgraded to meet minimum safety requirements. Provisions for this work were not included in the original contract. The engineer directed the contractor to remove the existing guardrail and install new guardrail. The extra costs for the items on contract modification six were negotiated per Section 103.04 of the 2003 Standard Specifications for Construction and were deemed reasonable compared to similar items in MDOT's Average Unit Price Index, and other contracts completed by the project office.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on March 18, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items were essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: State Restricted Trunkline, 100%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items are required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48720.

127. **Extra 2008 - 42**

Control Section/Job Number: 63544-49992 Local Agency Project

State Administrative Board - This project exceeds the 6% limit for reviewing extras.

State Transportation Commission - Does not meet criteria.

Contractor: Tony Angelo Cement Construction Company
46850 Grand River Avenue
Novi, MI 48374

Designed By: Nowak & Fraus

Engineer's Estimate: \$3,125,729.00

Description of Project:

0.67 miles of road reconstruction and widening, including concrete curb and gutter, concrete pavement, drainage improvements, water main construction and concrete sidewalk, on University Drive from Paddock Street to Martin Luther King Jr. Boulevard, in the City of Pontiac, Oakland County.

Administrative Board Approval Date:	May 2, 2006	
Contract Date:	May 8, 2006	
Original Contract Amount:	\$2,712,483.37	
Total of Overruns/Changes (Approved to Date):	49,916.47	+ 1.84%
Total of Extras/Adjustments (Approved to Date):	162,410.01	+ 5.99%
Total of Negative Adjustments (Approved to Date):	0.00	+ 0.00%
THIS REQUEST	<u>2,636.94</u>	<u>+ 0.10%</u>
Revised Total	<u>\$2,927,446.79</u>	+ 7.93%

SUMMARY:

The total of all Extras and Overruns approved to date, **before this request**, places this contract 7.83% over the original budget for an **Authorized to Date Amount** of \$2,924,809.85.

Approval of this extra will place the authorized status of the contract 7.93% or \$214,963.42 over the **Original Contract Amount**.

Extras Previously Approved by the State Administrative Board: None

Contract Modification Number(s): 11 r. 1

This contract modification requests payment for the following Extra(s)/Adjustment(s) to the contract:

CM 11

Misc Restoration Clean-up	1.000 Ea @ \$1,050.00/Ea	\$1,050.00
Sidewalk at Utilities	1.000 Ea @ \$536.94/Ea	536.94
Water Main Production on August 25, 2006	1.000 Ea @ \$1,050.00/Ea	<u>1,050.00</u>
Total		<u>\$2,636.94</u>

Reason(s) for Extra(s)/Adjustment(s):

The engineer directed the contractor to remove mulch blanket in several areas, over-seed bare areas and repair areas damaged by tires. The extra costs for Misc Restoration Clean-up was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

A utility pole was not relocated in time for the completion of the sidewalk. The engineer had the contractor return to the site in 2007 and remove a portion of the sidewalk, grade the area and place new sidewalk. The extra cost for Sidewalk at Utilities was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

The plans did not properly show the work necessary to connect the new watermain to the existing. The city also ran into delays in shutting down the existing line to complete the connection. To keep the area safe, the excavation was backfilled and the connection was completed the next day. This extra reimburses the contractor for the extra work. The extra cost for Water Main Production on August 25, 2006 was negotiated per Section 103.04 of the 2003 Standard Specifications for Construction. The costs were deemed reasonable when compared with the time, equipment and materials needed to complete the work.

Section 103.04 – EXTRA WORK – of the 2003 Standard Specifications for Construction was interpreted to authorize payment for this extra work.

This Extra is recommended for approval by the State Administrative Board on March 18, 2008.

Criticality: This extra is critical to the project ensuring that it meets the current standards and protects the safety and welfare of the motoring public.

Purpose/Business Case: These extra items are essential to the safe and timely completion of this contract.

Benefit: By adding these items, the state receives a project that has complied with all state and local laws and regulations, as well as a project that should reach its intended service life.

Funding Source: FHWA, 78.40%; City of Pontiac, 21.60%, unless otherwise noted.

Commitment Level: The project was advertised for bids, with the lowest bidder being awarded the contract. The bids are based on estimated quantities for various items of work to construct the project.

Risk Assessment: These items were required for the safe and timely completion of the project.

Cost Reduction: Economic assessment justifies the costs associated with this benefit to the public by including the items in this Extra.

Selection: Low bid.

New Project Identification: This is an existing project already under contract.

Zip Code: 48342.

In accordance with MDOT's policies and procedures and subject to concurrence by the Federal Highway Administration, the preparation and award of the appropriate documents approved by the Attorney General, and compliance with all legal and fiscal requirements, the Director recommends for approval by the State Administrative Board the items on this agenda.

The approval by the State Administrative Board of these contracts does not constitute the award of same. The award of contracts shall be made at the discretion of the Director-Department of Transportation when the aforementioned requirements have been met. Subject to exercise of that discretion, I approve the contracts described in this agenda and authorize their award by the responsible management staff of MDOT to the extent authorized by, and in accordance with, the December 14, 1983, resolution of the State Transportation Commission and the Director's delegation memorandum of October 31, 2006.

Respectfully submitted,

Authorized Signature on File
March 11, 2008

Kirk T. Steudle
Director



JENNIFER M. GRANHOLM
GOVERNOR

STATE OF MICHIGAN
DEPARTMENT OF TRANSPORTATION
LANSING

KIRK T. STEUDLE
DIRECTOR

March 12, 2008

Ms. Sherry Bond, Secretary
State Administrative Board
P.O. Box 30026
Lansing, Michigan 48909

Dear Ms. Bond:

The Michigan Department of Transportation (MDOT) must obtain State Administrative Board (SAB) approval for all maintenance/construction contracts \$25,000 or greater prior to commencement of work. In cases where MDOT determines emergency action is required, normal procedures cannot be followed prior to beginning work. In accordance with Administrative Guide Procedure 0510.09 Emergency Purchases, a letter describing the emergency and action taken shall be submitted to notify the SAB, Department of Civil Service, and other sources, if applicable.

In September 2007, MDOT determined an emergency contract was needed to repair an existing concrete retaining wall on eastbound I-696 in Oakland County. The emergency work was necessary after the survey results indicated an excessive tilting of the wall toward the freeway. The survey results, combined with visual inspection, determined that there was imminent danger to the public and action needed to be taken immediately to protect the public and to avoid interruption in commerce.

The Oakland Transportation Service Center (TSC) worked with the Lansing and Metro Region Soils and Materials Units and the Lansing Structure unit to develop plans and specifications for a design/built project. Staff determined that the best value repair process was as follow:

1. Unload hydrostatic pressure by installing either weep holes in front of wall, or dewatering wells behind the wall to relieve unbalanced hydrostatic pressure to the top of footing elevation.
2. Install and maintain a temporary excavation support system, consisting of drilled soldier pile and lagging, to remove earth pressure and allow for inspection of existing wall and footing.

The Oakland TSC solicited bids for emergency repair work. A mandatory pre-bid meeting was scheduled at the Metro Region on October 11, 2007. A total of seven pre-qualified MDOT contractors attended the meeting. Four bids were received and C.A. Hull Company was the lowest bidder at \$533,735.00 and therefore selected.

Ms. Sherry Bond
Page 2
March 12, 2008

C.A Hull elected to withdraw after further review of the scope of required work. As a result the project was awarded to the second lowest bidder, Posen Construction, Inc. at \$539,543.00. The installation of a temporary concrete barrier was started immediately to protect the public, and the contractor began to mobilize on October 20, 2007.

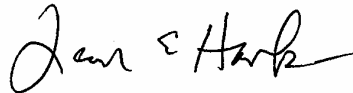
During construction, staff further evaluated the site conditions and determined that the following additional repairs were required:

1. Install J-drain and waterproofing system to improve the drainage and minimize the impact of the potential future hydrostatic pressure behind the wall section.
2. Install a reinforced earth retention system between the retaining wall and the soldier lagging wall. This will eliminate the lateral earth pressure on the retaining wall while providing adequate support for the cantilever footing system.

As a result of the additional required repair work and unforeseen site conditions, the final cost of the project was increased to \$874,148.13. The work was completed on February 22, 2008.

Thank you for your consideration in this matter. If you have any questions, please contact either me or Leon Hank, Chief Administrative Officer, at 517-241-2674.

Sincerely,



 Kirk T. Steudle
Director

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Mr. Pavona presented the Transportation and Natural Resources Committee Report for the regular meeting of March 12, 2008. After review of the foregoing Transportation and Natural Resources Committee Report, Mr. Pavona moved that the Report covering the regular meeting held March 12, 2008, be approved and adopted. The motion was supported by Mr. Isom and unanimously approved.

8. MOTIONS AND RESOLUTIONS:

NONE

9. ADJOURNMENT:

Ms. Wolenberg moved to adjourn the meeting. The motion was supported by Mr. Pavona and unanimously approved. Mr. Keenan adjourned the meeting.

SECRETARY

CHAIRPERSON